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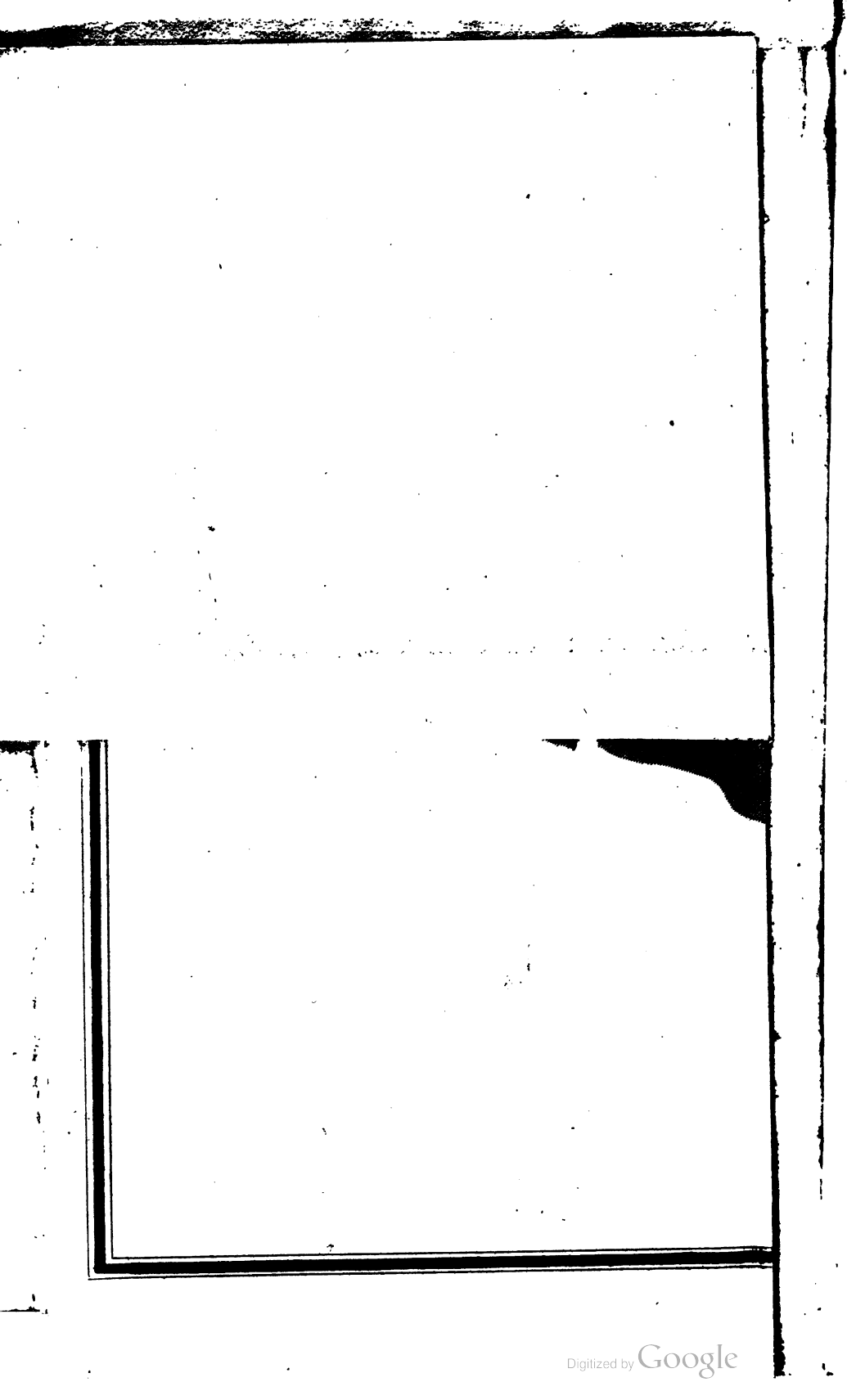
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**Some Account**  
**OF THE**  
**PROPOSED IMPROVEMENTS**  
**OF THE**  
**WESTERN PART**  
**OF**  
**London,**  
*By the formation of the Regent's Park,*  
**THE NEW STREET,**  
**THE NEW SEWER,**  
*&c. &c.*

**ILLUSTRATED BY PLANS,**  
**AND ACCOMPANIED**  
**By critical Observations.**

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**1814.**





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# Some Account,

&c. &c.

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## INTRODUCTORY CHAPTER.

*January, 1814.*

THE commencement of this year is perhaps one of the most memorable periods in the annals of Britain. This Island, which has been so long an asylum from religious persecution and civil oppression, and the generous ally of nations struggling for their natural rights, after exalting her naval and military fame to the highest pitch of glory, and alone standing firm in the great crisis of European Independence, is about to enter upon the harvest of her magnanimous exertions. The mighty deluge which had nearly overwhelmed the civilized globe, appears subsiding; the spires and turrets of ancient establishments begin to re-appear, and we are allowed again to hope that the ancient

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land-marks of balanced power will be ascertained and secured by a lasting peace. Some monument of the arts, capable of impressing posterity with a sense of the dignity, opulence, and happiness of this nation, seems to be required to mark the epoch.

His Royal Highness the Prince Regent has manifested his anxiety for the embellishment and comfort of the Metropolis, by encouraging a design for the improvement of the large property of the Crown in the Parishes of St. Mary-le-bone and Pancras, now called the Regent's Park. He has likewise patronised the opening of a communication from Westminster to that part of the town, which might at once combine magnificence and usefulness.

The destruction of London by fire in the year 1666, afforded an opportunity which can never again recur, of rendering this city the most grand and convenient in the universe: the wealth of its population—their attachment to the spot—the recent restoration of tranquillity and social order,—and the talents, honesty, and temper of Sir Christopher Wren, were a rare assemblage of favourable circumstances; but the noble

designs of our great architect for the re-edification of the Metropolis were rendered abortive, and his liberal labours defeated, by the urgency of the inhabitants for immediate dwellings and depositories for their merchandize, and by the disputes about property <sup>1</sup>.

The eminent John Evelyn also suggested an admirable plan, in some respects perhaps superior, and certainly of a more simple character than that proposed by Sir Christopher Wren: its value was not, however, duly appreciated; and all the difficulties, delays, and nuisances we at present experience in passing through the city, are sad memorials of the want of judgment, foresight, and liberality exhibited by our ancestors <sup>2</sup>.

Since the period just adverted to, no person has offered more valuable suggestions to the public for promoting the magnificence and elegance of this great Metropolis than the late Mr. John Gwynn <sup>3</sup>. The improvement of the communication to the western portion

<sup>1</sup> See Wren's *Parentalia*, p. 267.

<sup>2</sup> See a copy of it in Northhouck's *History of London*, p. 232. Lond. 1773.

<sup>3</sup> See *London and Westminster Improved*, &c. Dodsley, 1766.

of the town seems to have been more immediately the object of his anxiety; but he did not forget how much a grand opening was required from the Mansion-House to the northern entrances into the city, nor the evils resulting from the crowded and narrow access to the Custom-House, and the pitiful accommodation that building affords to the merchants residing in this great emporium of the world.

It is to be lamented, that his judicious propositions have not been more attended to, and that the real or supposed interests of individuals have trespassed so much upon general arrangements. What a lamentable instance of the absence of system exists in the buildings in St. George's Fields! and this, notwithstanding Mr. Gwynn's remark, that it was almost the only spot about London then left which had not fallen a sacrifice to the depraved taste of modern builders. Since his time, fortunately all the proprietors of estates have not been equally negligent of what is due to taste and comfort; and of late years a much improved character of building has been adopted upon the estates of the Dukes of Portland and Bedford,

Lord Southampton, Mr. Portman, and many other persons; not, it is true, with equal judgment upon their respective estates: Fitzroy Square is however a monument of architecture; Portland Place a noble street<sup>4</sup>; and Bryanston Square, now building, one of the best examples of well constructed useful town residences.

The late Mr. Fordyce, the Surveyor-General of the Crown Lands, submitted to the consideration of the Lords Commissioners of His Majesty's Treasury, in his first Triennial Report of December 1st, 1797, various suggestions for the improvement of the Metropolis; and he particularly notices the considerable estate belonging to the Crown, called Mary-le-bone Park, which had before been the subject of a memorial from him on the 27th of June, 1793. This memorial was submitted to the Treasury by Mr. Fordyce, in consequence of the late Duke of Portland having offered to accommodate the parish of St. Mary-le-bone gratuitously with six acres and a half of land near Primrose or Barrow Hills, part of his patrimonial estate there situated, for the

<sup>4</sup> Fitzroy Square and Portland Place were executed from designs of those eminent architects, Messrs. Adams.

purpose of erecting a chapel, and making a burial ground, provided the parish could obtain from the Crown a proper road, instead of the ancient occupation road through the park, to which his Grace was entitled.

At the period last mentioned, the late Mr. White, architect to his Grace, exhibited to Mr. Fordyce a plan for the improvement of Mary-le-bone Park, which attracted his attention; and some time afterwards, a copy of the minute of the Treasury, dated July 2d, 1793, was communicated to him with six engraved plans of the estate. The minute is as follows :

*Copy of TREASURY MINUTE, dated 2d July, 1793.*

READ Report of the Surveyor-General of Crown Lands on the subject of a proposal from the Duke of Portland to relinquish his right of way through Mary-le-bone Park, and to give a piece of land, part of his Grace's farm at Barrow Hills in exchange for two pieces of land, part of the estate called Mary-le-bone Park, belonging to His Majesty, in order to provide a situation for a new church for the Parish of Mary-le-bone, and to make a road to a spot of ground intended for a new burying ground, whereon the Surveyor-General recommends, that before agreeing to this or any other proposal for the alteration or disposal of any part of Mary-le-bone Park, a general plan should be formed for the improvement of the whole of it, lest such partial altera-



tion should afterwards be found inconsistent with what should be deemed most for the benefit of the Crown: and in order to enable their Lordships to determine what plan it would be prudent to adopt, the Surveyor-General submits that he should be authorized to employ a surveyor to examine the accuracy of a plan of Mary-le-bone Park made about forty years ago, and to add to it a general sketch of the streets leading to it, and of such of the lands adjoining, as appear to be materially connected with the improvement of this property: that an engraving should be made of that plan, and that one of the engraved plans should be given to every architect of eminence in London, and a considerable reward given to the person who shall produce such a plan (describing the several particulars therein mentioned) for an addition to the town on those grounds, as after having been laid before His Majesty and this Board may be adopted.

My Lords agree with the Report, and direct the Surveyor-General to take the necessary steps accordingly, and to offer a reward not exceeding £1,000 for the same.

The communication of this minute, and of the engraved plans, induced Mr. White to dedicate much attention to the improvement of the estate, and he made several plans, which are noticed in the 1st Report of the Commissioners of Woods, Forests, and Land Revenues. His latest plan is annexed to this publication<sup>5</sup>.

<sup>5</sup> See Plate 1.

How far this minute, and the engravings made in consequence of it were communicated to other architects, is unknown to the Writer of this Account, but he believes they were sparingly distributed.

After the death of Mr. Fordyce, the Office of Surveyor-General of His Majesty's Land Revenue was amalgamated with the Commission for the management of His Majesty's Woods and Forests; and Messrs. Leverton and Chawner, architects and surveyors of buildings of the Land Revenue, and Mr. Nash, architect and surveyor of the Woods and Forests, were required to deliver in plans for the arrangement of the Marylebone Park estate: the result of their labours was the delivery of several plans by Messrs. Leverton and Chawner, and of several others by Mr. Nash<sup>6</sup>.

Mr. Fordyce, in April, 1809, had laid before the Commissioners of the Treasury, a memorandum respecting the extension of the

<sup>6</sup> The plans preferred by the Commissioners were plate No. 2, of Messrs. Leverton and Chawner, and plate No. 3, of Mr. Nash, reduced from the plans published by the Commissioners of Woods, Forests, and Land Revenues, in their first report.

town over Mary-le-bone Park, leading the attention of architects to the proper consideration of the sewers, supplies of water, markets, police, churches, and a public ride or drive.—He had, antecedent to this period, in May, 1796, particularly brought into notice the forming a direct and commodious communication to Mary-le-bone from Westminster, by Titchborne Street, &c. and recommended its execution, which was partly carried into effect, on the south-west side of that street, under the superintendence of Messrs. Leverton and Chawner.

The Commissioners of Woods, Forests, and Land Revenues, directed Mr. Nash to consider the subject of this communication, and he produced a plan, which was submitted to Parliament during the last Session, and an Act obtained for carrying it into execution.

The living of the Parish of Mary-le-bone, which is a donative, the property of the Duke of Portland, has not emolument belonging to it commensurate to the duties which necessarily attach to the spiritual concerns of so large a number of persons as reside in its confines—the church erected when a few

straggling houses constituted the whole habitations in the parish, is insignificantly small and altogether inadequate to the wants of the present population ; it is however situated not very distant from the centre of the parish. Its insufficiency has been a topic of general remark, and various designs and proposals have been made for the erection of a structure correspondent with the numbers and wealth of the inhabitants. The late Sir William Chambers, at the desire of the select Parish Vestry, made about the year 1772, a design, which was not put into execution, although it possessed great merit. The increase of Chapels in the Parish; some erected with the consent of the Duke of Portland (the patron), others without it, more or less varying from the forms of the Church of England, about three years ago seemed imperiously to call upon the Vestry to use some exertions to provide more efficient religious accommodation; but the various opinions which agitated the individuals composing that body, defeated every attempt at magnificence of design, while the necessity of providing a burial ground which was procured at a remote dis-

tance from the built part of the parish, and the enclosing it, erecting a minister's and sexton's houses and a chapel on the spot, absorbed a large portion of the money raised by way of a church rate. The parish indeed, in a bill before Parliament in the Session of 1810-11, proposed to introduce a clause to sanction the appropriation of the sum of 12,000 guineas for the purchase of a piece of ground, part of the site of Foley House<sup>7</sup>; but the Committee of the House of Commons, when the bill was before them in its regular stage of progress, considered that sum so enormous, that it was limited to £6,000.

In the arrangement of the land in Marylebone Park, the late Mr. White had previously suggested a site for a spacious and dignified parochial edifice; the necessity of which had in 1810 appeared so urgent, that Mr. Nash, in the plan made by him, described a building of that nature; and chose as a situation, the centre of a circus to be constructed at the end of Portland Place; the Vestry of the parish believing that there was an intention on the part of the

<sup>7</sup> See resolution, March 26, 1811, (Appendix, No. 5.)

Treasury to confer upon them this site, together with five acres of land to surround their projected building, applied for and obtained an Act of Parliament for the diversion of the New Road; no sooner however were their efforts attended with success, but difficulties were interposed, and new portions of land pointed out. The Treasury however granted to the Parish a small triangular slip of ground on the South side of the New Road near Nottingham Place, and the Vestry proceeded to erect a Chapel capable of containing a large number of persons. About the commencement of last year, Mr. White, Jun<sup>r</sup>. the District Surveyor of the parish, presented the Vestry with a design<sup>8</sup> for a double church, upon a new principle, having for its object the accommodating a large number of persons, and at the same time admitting a magnificence of exterior; which design was meant as an accompaniment to his father's plan for the improvement of Mary-le-bone Park.

Shortly after the delivery of the design above mentioned, the Vestry offered pre-

<sup>8</sup> See plate 4.

miums by public advertisement to architects as they had before done in the year 1770, for plans and elevations of a parish church; but about a fortnight previous to the time of receiving such plans and elevations from the artists, they gave public notice that the designs were not to be proceeded with; it should appear, on account of the difficulties which had arisen in obtaining the ground which the Lords of the Treasury had proposed to grant them.

At the close of the year 1811, the Commissioners of Woods, Forests, and Land Revenues directed the execution of Mr. Nash's plan; and gravel was dug, roads formed, and trees planted on various parts of the Crown estate; but in the spring of 1812, the trees planted opposite Portland Place suddenly disappeared, the gravel which was the sub-soil on which they were growing was dug out, and buildings were begun in continuation of Portland Place; and, at the same time, other houses were speedily run up on that part of the estate lying in the parish of Pancras, in order that advantage might be taken of two licences for selling beer, which

could be removed from houses, previously subsisting on the estate.

It is generally understood that the late Mr. James Wyatt, the Surveyor-General of public buildings under government, made a plan for the New Street, to be carried nearly in a strait line from Oxford Street, at that part immediately opposite to Great Portland Street, down in a direct line to Carlton House; and that Conduit Street should be extended to this New Street, and Great Marlborough Street prolonged into Noel Street, by the removal of a few houses in Poland Street.

During the progress of the Bill for making the New Street just mentioned, considerable objections were raised by various parties interested in the houses and lands to be affected by its execution, and the line of street as well as the bill itself was much altered before it became an Act of the legislature. As this Act contains many unusual provisions and regulations, its objects and merits will be particularly subjected to discussion in the following pages, in which it is proposed to investigate and consider the plans before mentioned, and their relations and connec-



tions with the town—it being the anxious wish of the Writer, that the whole of the design may attract the public attention in an equal degree with the important effects it will produce upon the property of individuals of the present age, and upon the comforts of posterity.

There is now in Parliament a Bill to be read in the beginning of March, in the House of Commons, which gives to the Lords Commissioners of the Treasury, and the Commissioners of the New Street Bill, power to appropriate various sums of money amounting to £233,275. 3s. 4d. 3 per cent. consols, together with such sums as may arise from the sale of lands at Weybridge, to the Duke of York, and from the sale of other lands in Wales, for the carrying into execution the powers vested in them by the New Street Bill. The monies so proposed to be appropriated have been and are to be raised and accumulated by the sale of fee farm rents and other properties belonging to the Crown, which had by former Acts of Parliament of His present Majesty, been made applicable to the purposes of Land Revenue. It does

not appear that any other fund can so properly be applied to the improvement of the communication with the north-western parts of the metropolis.

## CHAPTER II.

## UPON THE REGENT'S PARK.

THIS estate of the Crown was formerly the outer park attached to the royal mansion of Henry VIII. at Mary-le-bone, which was taken down in the year 1790; it consists of 543 acres, and was granted by three Crown leases, the family of Hinds being possessed of 9-24 parts of the property for a term of years which expired January 24, 1803, the other 15-24 being possessed by the Duke of Portland, for a term of years expiring January 24, 1811, in consequence of his Grace having purchased, by auction, on the 3d of July, 1789, for £20,500. the interest of William Jacomb, Esq. then producing a rental of £997. 1s. 9d.

The letter of Mr. White to Mr. Fordyce, the reports of Messrs. Leverton and Chawner, and that of Mr. Nash, together with their accompanying plans, are the only projected improvements of this property which have

come to the knowledge of the Writer. He has inserted them in the Appendix, that the public may thus be furnished with an opportunity of estimating their respective merits<sup>9</sup>. As, in forming a judgment of this kind, the priority of a design (where it has been freely communicated) must be considered as constituting a principal part of its pretensions, the Writer feels it right to offer his observations upon the several plans in the order they appear to have been executed.

The plan of Mr. White embraced the whole of the parish of St. Mary-le-bone, that part of the park which lies in the parish of Pancras, and all the environs which could be immediately affected by the arrangement of the Crown estate; but only such part of the plan is here inserted as could be comprised in an engraving of the same size, and upon nearly the same scale with the other plans of Messrs. Leverton and Chawwen, and Mr. Nash.

It seems to have been a leading principle in the formation of this plan of Mr. White's,

<sup>9</sup> The plan of Mr. Nash (Plate, No. 3) contains the alterations which it has received in the progress of its execution.

that the avenues to all the existing streets should not be blocked up, that all the return corners of the streets should be preserved open, in order that air should be freely admitted both to the fronts and rears of all the houses now built on the Duke of Portland's estate, or which should hereafter be erected on the site of the park.

Another feature of this plan is, a circular road or drive, surrounded by a border of villas with the interior of the park wholly exposed to view, it appearing to be intended that no buildings should be constructed but such as were specifically laid down on the plan. The length of this drive, between the two lodges, is nearly two miles and three-quarters. A crescent, of nearly half a mile in diameter, is situated on the north side of the New Road, to be composed of first-rate houses, and taking advantage of a gradual rise of the ground, which naturally favours this disposition, every house would be possessed of a complete view of the area of the crescent, and an entire command of the interior of the park, bordered with villas and surmounted by the beautiful hills of Hampstead and Highgate. Nearly in the centre of the area of the crescent a

situation for a Parish Church has been chosen by Mr. White, at the distance of about 500 feet from the New Road, in a direct line with Harley-street, of which it would form the termination.

The interior of the park is intersected by foot-paths, which appear to be meant as substitutions for the ancient tracks to Hampstead and Highgate, Kilburn, and Kentish Town, long the favourite promenades of the inhabitants of the metropolis; the walks are supposed to be planted, and the rill of water now running through the estate headed up, and its commencement and terminations enveloped with plantations so as to constitute a beautiful piece of water.

A magnificent mansion is depicted at the summit of the crescent, where it would have the command of the whole interior of the park, the area of the crescent, the church, the continuation of Portland Place, the excellent houses built on the Duke of Portland's estate, and the structures intended to be erected in conformity with this plan. Two other houses are also shewn in situations applicable for a ranger and deputy ranger of the park.

A limited market is set out at the south east corner of the estate, that part which is most contiguous to the inferior houses upon Lord Southampton's property.

The ancient church path, which is entitled to be used as the general access to the new burial ground, made by the parish of St. Mary-le-bone, is concealed by the walls of the villas which form the exterior circle of the park, it being evidently the intention of its author that government should be at no expence in enclosing the park, but that the individuals taking the land for the erection of their houses should enclose at their own expence.

It was the more necessary to point out the principles of this plan, as Mr. White's letter to Mr. Fordyce contains only general reasoning: it remains to consider whether they are founded in sound judgment and experience, and would produce the combined effects of beauty, magnificence, and utility, and be the sources of a revenue which would justify the execution of the plan.

It is well known that no very large portion of ground can be successfully covered by good buildings all at once; either the ground

landlord must do much himself in making advances of money, forming roads and sewers, or by letting his ground, at a moderate price, to some man of capital, hold out a sufficient temptation to induce him to make an outlay of money ; the doing this is impracticable on a very extended scale, because the market for buildings is never capable of taking off any very great number of good houses in one situation <sup>10</sup>.

It is therefore a matter of much doubt with the Writer of this, whether the plan just mentioned does not exhibit too many dwellings for the situation to command the execution of in any reasonable period of time ; it is indeed true that parts may be executed separately, but not without the estate being to a degree overspread with houses and works begun, or beginning for half a century.

Another objection to this plan is, that the piece of water described in it is necessarily the receptacle of all the soil and drainage which must pass into it from the houses and cow layers which may be built or made here.

<sup>10</sup> This is apparent from Mr. Changeur's extensive scheme at Kensington, which appears totally to have failed.



after on the estates north of the park, as well as from those numerous houses which are proposed to form the villa border.

By some persons it may be said that the foot-paths would be extremely objectionable; and that it would be proper to confine the public to the external drive. But in answer to this we may surely ask, whether it is right to take away what Mr. Windham has so emphatically called the lungs of the metropolis? or whether it is legally justifiable to destroy foot-paths used for centuries without forming others nearer or more convenient?

We are next led to consider the situation proposed for the erection of a new parochial edifice; and here it may perhaps be objected, with some shew of justice, that it is unreasonable that the inhabitants of the remoter districts of the parish, who can neither hope to be benefitted by the duties performed within the church, or gratified by the splendor of its exterior, should be assessable to as high a rate as those residing in the immediate vicinity of these advantages. But this is an objection which no selection of situation could obviate. It is an evil inevita-

ble upon the great extent and population of St. Mary-le-bone, and is only remediable by that measure so ardently longed for by the serious and liberal minded of the present age, and so effectually prosecuted by the zeal of our bishops and clergy in the last, namely, an Act for the sub-division of the overgrown parishes in or near the metropolis <sup>11</sup>.

There is, in addition to the above, this serious inconvenience attending this plan, that the villas proposed on the eastern boundary of the park would have to look out on the miserable modern erections on Lord Southampton's estate, and that a very inferior rent would be obtained for this portion of the land, that probably it never would be taken at all, and must be enclosed at the expence of the Crown.

Some persons will perhaps object to the magnitude of the crescent as a waste of ground, and to the plan in general as not making the most of it in a financial sense. But this the Writer conceives to be one of its chief recommendations ; it displays the prin-

<sup>11</sup> See this subject most ably handled in a late article of the British Review.

cial buildings (which foreigners in general accuse us of burying) to advantage, and it reserves a great pomærium for the public health and recreation, and which the daily extension of the town is making increasingly necessary. Mr. White has well urged this in his letter to Mr. Fordyce; and, it may be added, that should the opportunity now be lost of thus providing for the public accommodation, it will be irreparable, as no land favourably circumstanced, either as to its proprietor or its situation for an open park, is any where to be found in the vicinity of the metropolis.

It now remains to ascertain whether an adequate revenue would be derivable from the proposed arrangements. It is not to be doubted but that frontages, so much disencumbered, would be extremely valuable, and that the highest possible rental for land, to be used as pasture, would be obtained for that which forms the interior of the park, as every inhabitant would readily pay a full price for the admission of cows to supply their families with milk, and they might be wintered without difficulty or inconvenience in the range of offices forming the external

boundary of the crescent. No person, whatever his experience may be, can duly appreciate the value of so large a tract of building ground as is demarked by Mr. White's plan, because it is impossible to calculate the demand posterity may have for it; all that can be said upon the subject is, that the officers of the Crown should well consider the matter and not make too great an outlay of money, as it must at any rate be, for a time, partially unprofitable. The expenditure, however, which might be required in the execution of this plan, seems to be comparatively small, when the suggestions of the other architects are put into competition with it.

The Writer cannot conclude his observations upon this design without remarking a trait which characterizes the whole of it, and is highly honourable to its author. Mr. White appears throughout to have carefully studied the local capabilities and peculiarities of the situation, and the feasibility of his whole arrangements; in his plan there is no sacrifice of truth and nature to meretricious colouring and exaggerated and deceptive representation. This good faith will at least conciliate the impartial critic.

Messrs. Leverton and Chawner appear to have made their plan in March, 1811, and to have delivered a Report which is dated July 4, in the same year, about the August following: it is added to the Appendix. This Report is in the nature of an explanation and description of the accompanying plan, and as it runs to a great length, the principal features only of their plan need to be here introduced. These gentlemen have appropriated nearly thirty-three acres on the western side of the estate to the erection of barracks; they have placed their church somewhat to the north-west of the centre of the park, have made their drive quite on the verge of the property, and have laid out two large squares, of different characters, at appropriate distances from each other, with the addition of one crescent backing upon the houses of Upper Harley-street, Devonshire-street, and Charlotte-street, and another crescent of detached houses backing upon Camden Town. They have added a market lying between it and Portland Road, and the remainder of the 543 acres is, by them, laid out in almost equal moieties of attached and detached buildings, including

the site of a magnificent house on an elevated part of the land, to form the termination of Portland Place, which is proposed to be continued through two-thirds of the estate.

This plan has much the same advantages as Mr. White's, in keeping free the terminations of the streets, and the returns of the houses, and in it the New Road is preserved open in a very desirable manner. It is, however, subject to numerous objections. Little attention has been paid to the levels of the land; indeed they seem hardly to have been thought of; the principal square is so placed as to stand quite lop-sided; the second square is altogether in a bottom; and the principal lines of street cross the summits of the ground; the situation of the church is removed to a distance altogether objectionable; the drive would, on neither side, possess any agreeable view; the foot-paths are obliterated; and the first crescent is of so unequal a figure that it could hardly be considered a sightly object. The streets are, notwithstanding, of good widths; and if it were practicable to cover such a portion of land (the buildings exceed-

ing, in a six-fold ratio, those proposed by Mr. White) the plan would certainly produce an immense revenue, which indeed seems to have been the main object of its authors. This plan is without a scale, but from the correctness of the width of the street, it is apparently more accurate in its proportions than that we shall next consider.

The plan of Mr. Nash, for the improvement of Mary-le-bone Park, is accompanied with a copious Report filled with observations of a sarcastic and rather a curious nature, of the truth and justice of many of which time can be the only test. His remarks upon the sewers will be considered in a separate chapter. Mr. Nash's plan here inserted has the alterations shewn by proper colours, which have been since introduced in the execution of it by the change of the line of the Regent's Canal and the New Road. His plan, like Messrs. Leverton and Chawner's, is without a scale.

What has been observed upon the advantage of keeping the terminations of the streets open, is most strikingly illustrated by this plan, in which it has been entirely neglected, which must in consequence produce

an almost total exclusion of air and view from the houses on the Duke of Portland's estate. The immoderate extension of the streets without an opening is highly objectionable, as it would be almost a mile for a gentleman's carriage to travel before it could get from his stable to his house. What in this plan is rather amusingly called a circular road round the park, is an awkward combination of straight lines with right and obtuse angles; and what is meant for the interior of the park, is an appropriation of the ground to villas, interspersed with trees very cleverly drawn. We must presume this to be only for effect and picturesque delineation, as nothing resembling a division of property is anywise discernible; if the villas themselves are to be separated from the circular road (as it is called) by walls, little pleasure would accrue to the public from its use as a ride or drive, more especially as three-fourths of the circuit will on one side be allotted to lines of houses, from which it will be impossible to exclude carts and carriages of every description. The great expense of erecting and finishing houses of a circular construction, unless the circumference of which they are



segments be so great as to be but slightly curvilinear, is well known to builders; and the difficulty of placing furniture within such houses when built has been long also well known to those who inhabit them. The two crescents, and the double circus projected by Mr. Nash, on so small a scale, have little to recommend them. The piece of water, denominated ornamental, is liable to the same objections, as that proposed by Mr. White; and these objections are not removable by providing another course for the sewage, because the piece of water would be a stagnant pool, if its supply were cut off. It is also hardly practicable in the form proposed by Mr. Nash, because one part of it is on a higher level than another by at least 20 feet; this difficulty may certainly be obviated by a high embankment opposite Baker Street, or by deep cutting opposite High Street; but no piece of water can be beautiful excepting it shall appear to be natural. Another piece of water or basin is laid out on the east side the park, said to be for the supply of the houses to be built; but this is surely unnecessary while there is so great a competition between water companies, which are so daily

ruining each other, and so destroying the streets and roads of the metropolis as to become a public nuisance. At any rate this basin can never be constructed but at an extravagant charge on account of its level. Besides which it is worth considering whether the creation of so much water round the town by canals, water companies, basins, wharfs, and docks, may not have a very noxious influence on the immediate atmosphere.

The third piece of water projected by this plan, is the Regent's Canal, and its navigable arm; concerning which it may be unnecessary to say much when it is considered that though not quite two miles of the line are yet completed, no bridge or lock is built, nor the reservoir even begun, yet £55 per cent. has been already called for from the proprietors. It will suffice to observe, that it is impossible that the Regent's Park can be a park of pleasure, if such nuisances attend the completion of the Canal as have accompanied the extension of the Grand Junction navigation to Paddington.

Another prominent feature in Mr. Nash's plan, is the large building marked out near the middle of the basin or piece of water

above mentioned, and which building has been ill-naturedly said to be intended as a cangette for His Royal Highness the Prince Regent ; but the circumstances of the situation render this highly improbable: the soil is a clay, very retentive of moisture, and the view bad, as it is to the east totally obstructed by the long line of buildings denominated terrace. To the north its look-out is more extended, but it is limited by the crescent in that quarter; and though to the south and west the prospect is more desirable, even there it is subjected to be overlooked by the houses of the great circus which stand upon some of the highest ground in the park.

With respect to the markets depicted on this plan, it must be remembered, that they were attempted at Paddington and failed: those for hay, straw, and vegetables, can succeed but to a circumscribed extent, excepting they are in the centre of the metropolis. Vegetables are so little grown on the northern side of the town, on account of the stiff intractable soil which there predominates, that it cannot be hoped a market for them would ever flourish. Hay, indeed, is generally produced in the northern and western

parts of Middlesex, but very little straw is from thence brought to London. Butchers shops are preferable to general markets, as they can be better distributed; slaughter houses on the confines of the town are certainly very desirable, yet they are never to be coveted by the proprietors of any estate. The continuation of the high road to Hampstead and Highgate cannot contribute to the comforts of the inhabitants of the park, though it may add to the letting of the ground, and furnish custom to the two public houses already built, but which ought never to have been tolerated in a royal or ornamental park.

The late alteration of the New Road has demonstrated that there was not much consideration bestowed on the first designing of this plan, and little liberality is displayed by its author, in his excluding the air and view from the extensive property of the Duke of Portland; nor does the police of the district, or the morals of the inhabitants of the new buildings appear much consulted, when two-thirds of the houses are to have back doors leading into long passages of about ten feet wide.<sup>12</sup>

<sup>12</sup> Should this be a misrepresentation, the Writer is sorry for it; but whatever inaccuracy may be in it, is attributable

On the whole, the merits of this design are its variety of objects, its attractions, the well drawing of the trees, and the judicious colouring of the interior of the park. What may be the produce of its revenue can only be known at a future period ; the expenditure, however, upon what has already been done has been prodigious, and must be greater. And with respect to the revenue likely to be produced, as a reimbursement for such outlay, it may be observed, that the Regent's Canal Company have boasted of the small price paid by them for the land they occupy., What Mr. Mayer, who is building on the estate, is to pay, is unknown to the Writer.

In concluding this chapter, the Writer cannot suppress his surprise that so little has been before the public, or even before Parliament, of the merits of what have been called, the Improvements in the Regent's Park, that to this hour no publication has

to the want of a scale, and the very incorrect dimensions of the width of the streets. Devonshire Place is, in truth, 72 feet wide, Portland Place 126. On Mr. Nash's plan, Portland Place is drawn three times the width of Devonshire Place.

appeared upon a subject so interesting and important to the population of the metropolis; and that with the exception of the plan of Mr. White, no correct map has been published shewing the bearings of the estate with the surrounding objects; and further, it must be remarked as most extraordinary, that the foot-paths have been destroyed by the officers of the Crown, and the engineers of the Regent's Canal Company, without any representation on the subject from any of the parishes of Pancras, Hampstead, or St. Mary-le-bone. Indeed, the Vestry of the latter parish is still in doubt whether they are to have any ground for their church; for, not later than the commencement of this month, there was some hesitation whether they should purchase a piece of ground near the new street.

## CHAPTER III.

## ON THE PROJECTED NEW STREET, &amp;c.

IN the infancy of states, and while they are struggling through that eventful period to maturity, we rarely find their institutions and establishments projected on a scale proportioned to that greatness they may be at a future period destined to attain. The most eminent capacity and virtue, and the most auspicious circumstances, must concur to effect such a masterpiece of legislation. As rarely can we expect to find the future and contingent wants of a great city anticipated in the first design. The Tarquins have, indeed, immortalized themselves by the foresight and judgment they displayed in conducting the improvements of early Rome<sup>13</sup>; and even in the time of the emperors, the great philosopher, Pliny, could not contem-

<sup>13</sup> Jam præsentante animo futuram olim amplitudinem loci.—Liv. Hist. 1. p. 38.

plate the magnificent structure of the Cloaca Maxima without an extacy of surprise and admiration<sup>14</sup>.

That London indeed would become the great exchange on which the commerce of the civilized world would be transacted, and the metropolis of a great empire, could hardly occur to the most sanguine or sagacious of our forefathers. At least, the duty which has descended upon posterity, is not vainly to deplore the blindness of our ancestors, but incessantly to watch every opportunity which may present itself of supplying or rectifying their oversight; to see that no public improvement is sacrificed to mercenary motives, or defeated by the contravention of private interest. However unknown the individual who raises his feeble monitory voice for such a purpose, his efforts, if likely to be useful, ought not to be unheeded by the public.

His Royal Highness the Prince Regent merits every praise for the great earnestness with which he has patronized the opening of a New Street from Mary-le-bone to Charing Cross, the grand centre of communication

<sup>14</sup> See Plin. Nat. Hist. l. xxxvi. 15. P. 1541.



of Westminster with the city, of the court with Guildhall, and by which Surrey is most easily accessible from all the western part of the town. The current remark, that the New Street is merely an avenue from Carlton House to the Regent's Park is scarcely worthy of notice, as it can by no means be expected that future kings should choose a palace on so limited a scale for their royal residence ; the advantages of the communication, therefore, with it, cannot be much an object to the Crown.

Taking then Charing Cross as a point of access highly desirable, and looking at the Edgeware Road, and the western portion of Mary-le-bone, as parts to which a ready communication is highly important, the direct line of Bond Street has been, and still will be, a great thoroughfare. With respect to the eastern part of Mary-le-bone and the Regent's Park, a better line ought to be chalked out than that of Swallow Street, Beak Street, and Tichborne Street, or the narrow and broken course of Wardour, Princes, and Whitcomb Streets. With the approach of Charing Cross from Hampstead, more obstacles and circuits interfere than are opposed

in any of the other lines ; hence it is incontrovertibly the worst inlet to Westminster. Will one great street, then, answer all the purposes of a direct approach to Charing Cross or the Hay Market ? or will not all classes of people pursue that road which appears to them the nearest ? This is a question worthy of solution, because a prodigious sum must be required to form the intended New Street ; and the benefits resulting from the communication, when formed, may be altogether incommensurate with the expenditure.

As considerable doubts may be reasonably entertained, whether all the expected conveniences and comforts will ensue from the forming one grand communication, such doubts ought to be well weighed before any plan for that purpose is hastily adopted. Opinions, doubtless, will be extremely variable upon the subject ; but the dignity and splendour ensuing from one grand leading avenue will probably incline the man of taste to prefer it to many improvements of the present openings. Assuming, then, that it is really desirable to expend a large sum in the building one grand street, it will be necessary next to consider the line and character of

street which, under all circumstances, ought to be chosen.

Mr. Fordyce, as was before mentioned, proposed widening Tichborne Street, no doubt on account of the diagonal direction of that street inducing the public to make it a general thoroughfare; he proceeded in part only with his plan<sup>15</sup>, but very great benefit has resulted from what has been done; and had he proceeded in demolishing the north side of Beak Street, and the adjoining part of the east side of Swallow Street (all Crown property) as he intended, the public would have had as great reason to feel grateful to him as they have to the late Alder. an Pickett for widening the Strand, near Temple Bar.

Streets may be set out in directions too angular or diagonal; and a multiplication of such streets is destructive of beauty, expensive and detrimental, as well to the buildings which form them as deteriorating the property in their vicinity, a fact sufficiently evident from that part of the town about Seven

<sup>15</sup> The angular house forming the corner of Tichborne Street and Piccadilly is now pulling down; it is to be hoped that it will not be rebuilt,

Dials; but a judicious inclination of one street, to any great road or bridge, is profitable alike to the proprietor of the estate as advantageous to the public. Sometimes a slight curvature is ornamental, and that especially if great edifices are thereby brought progressively into view, as is eminently displayed in the High Street of Oxford and in Whitehall. Again, sometimes a very wide street, with elevated houses of a good character on a rising plane, and with a fine object at its termination, is strikingly impressive. To these circumstances is generally attributed the grand effect produced on a passenger or traveller by the High Street of Edinburgh. The width, however, of a street may be too great, because the influence of lamps extends only to a certain distance, and the dust and sun in broad streets are annoyances of no small account. What may be the best width of street must depend upon the quantity and description of traffic which is to pass along it. Oxford Street, speaking generally, seems to be upon the scale most desirable for main streets, and doubtless its breadth would be ample for the projected new street, so far as use or comfort are concerned.

Had too great a width of street been the fashion when London was originally built, and the great number of houses it now consists of been erected upon the principle of extravagantly wide streets, a man of business would lose a day in executing a very few affairs ; and the expences of lighting, paving, and cleansing, would have far exceeded their present amounts.

The only plan, we are sorry to remark, that has been fully laid before the public on this important subject, is that of Mr. Nash ; that of Mr. James Wyatt not having been published, and the one suggested by a Mr. Thompson not having been sufficiently brought under the public scrutiny. It is, we believe, understood that Mr. Nash's plan has been altered since it passed through the House of Commons, and that the engraved plan, published by Mogg, is, as to general features, accurate ; at any rate the principles of the design cannot be essentially different, and it will not consequently be unfair to take it up for the purpose of general criticism.

The opening proposed by this plan commences opposite Carlton House, where an area is designed of about 200 feet wide, and

of the length of the space between the north side of Pall Mall, and the north side of Charles Street, at which place the opening contracts itself to about 100 feet, and continues of that width till it enters a circus of 200 feet diameter formed at its junction with Piccadilly; this part of the line appears no-wise objectionable excepting as to the circus, which would be a great obstacle and annoyance to foot passengers, and cause bad houses to be erected on account of its small circumference; the property destroyed by it is not of any excessive value, the St. Alban's Hotel being the best house to be taken down in its execution.

The opening the communication to the Hay Market is exceedingly desirable: it was the object of a former Act, granting powers to William Taylor, Esq. of the opera house, for that purpose, but which were never executed by him.

Pursuing the line, the circular sweep next presents itself, which elicits the obvious remark, that the track of a carriage, or of a pedestrian, will thereby be rendered much longer than it is at present by Tichborne Street, which, it must be presumed, is in-

tended to remain open and to have a communication with this street ; first, because there is much Crown property in it, and secondly, because it cannot be the aim of the projectors of the New Street to close any existing access, but to promote approaches in every possible direction. The Commissioners for executing the New Street Act have, however, power to stop up all such streets ; a power which we trust will be at least deliberately exercised : a further observation naturally occurs, that the wedge-like houses which must necessarily be built in following this plan will be prodigiously costly, and be bad buildings at best when erected.

The New Street not requiring the west side of Swallow Street to be taken down, will improve the value of that property. But it is much to be apprehended, that though the intended line will destroy the houses on the east side of Swallow Street, many of which are old and of an inferior description, as is that ill-favoured building south of Major Foubert's Passage, called Dalphin's Livery Stables: yet that those houses which are to back towards Warwick Street, as well as towards King Street, will not have depth suffi-

cient. Opposite to Conduit Street, Major Foubert's Passage ought to be widened; as also should Tiler Street, so that a handsome opening might be obtained into Great Marlborough Street, as perhaps is meant by clause XVII. in the Act.

Arriving now at that part of the New Street, where it approaches Oxford Street, a very unpleasant inclination presents itself; a curve, not certainly the line of beauty, but a very inexpedient deviation from a strait line where it would be far preferable, even to a curvature; because all drivers going north-west, under the present form of the streets, choose, for expedition sake, Hanover Street, Brook Street, and South Molton Street, for the availing themselves of the diagonal direction of the latter street.

The success of that part of the opposition to the Bill, made in the Committee of the House of Commons, on account of the property of some persons of consequence, and their friends, being affected by the then proposed line of street, which has caused the present awkward and inconvenient substitution, cannot be too much lamented. Had the plan of the New Street



been really and intrinsically good, it should not have been inclined first to the east and then to the west for the convenience of any individuals, although their property was extremely valuable.

The proposed circus in Oxford Street is liable to objections similar to those advanced to that proposed in Piccadilly ; and it has, moreover, the peculiar disadvantage of blocking up Princes Street and forcing the inhabitants of one side of Cavendish Square and Chandos Street a further way about. The line, in its continuation, to avoid Mrs. Markham's house, presses on the east side of Edward Street very injudiciously, and at length enters, by a most awkward twist, into Portland Place. It is said that the author of the plan is possessed of Lord Foley's late interest in Foley House and grounds, and that it is an object to him to obtain this communication ; it may be so ; but the way in which that property is proposed to be unequally bisected by this street, seems little likely to be advantageous to him, and that especially as he has laid out his buildings in direct continuation of Portland Place, although irregularly so ; and it certainly can be

no addition to the beauty of that noble street to have, for its termination, the unbecoming backs of the houses in Mortimer Street, which must necessarily be exposed to the public view if this plan is pursued.

By clause LXXI. the provisions of the Act are extended to the opening of Portland Place and Harley Street to the New Road for all carriages (excepting stage and mail coaches, hearses, waggon, carts, drays, and other vehicles for carrying goods, droves of oxen, sheep, &c.) with the view, no doubt, of still preserving those streets as free as possible from nuisances. The serious consideration of the clause will tend to fix deeply in the mind, that the communication with Portland Place ought not to have been the leading feature of the improvement called the New Street, because the more generally useful the opening is made, so much the more will the expenditure of so large a sum be justifiable; and if it be necessary at all, it is as requisite that stages coaches and other vehicles should not be delayed or impeded as gentlemen's carriages. The misconception on this head appears to arise from not properly distinguishing the streets dedicated for pleasurable residences,

from those adapted for business ; and reflecting that those which are designed as streets of trade should be direct, central, and consist of moderately-sized houses ; whereas those intended for pleasurable residences should be retired, in the outskirts of the town, and generally of a magnificent character.

Further, it is evident that if the Regent's Park itself is to be a park of pleasure, the clause LXXIII. of the Act is more than objectionable ; for, by that clause it is provided, that the road intended to be made to the parish of St. Mary-le-bone's New Burial Ground, is to be extended round the boundary of the park until it meet a lane called Britannia Lane, communicating with Kentish Town, and which extension of the road, it is provided by the Act, shall become a public road. Instead of its being so, it would surely be more consistent, more useful, and more agreeable, to have it a private ride or drive, as it has always been held out it was intended to be.

Having thus cursorily considered the principal features of the New Street, as extending from Carlton House to the Regent's Park, it will be right to advert to the im-



provements suggested on the east of Pall Mall, which may be considered as having for their chief objects the laying open the façade of that fine building, St. Martin's Church, and the southern front of the Royal Mews, in addition to the obtaining a great width of space in the approach to Charing Cross.

The site of the Royal Mews is unquestionably one of the finest in London; its central and elevated situation, together with its connection with many fine buildings, make it a spot more inviting and more capable of improvement than any other in the metropolis. How very ill-treated is it by this plan? Two irregular plots of buildings usurp the best part of this important area; and the public are thrown out of their road into the dirt for no good purpose. The portico of St. Martin's is obscured in the direct view from Pall Mall by an awkward crook, and instead of an adequate space being preserved in the front of that building, there is a street at right angles with no object whatever: advantageous and desirable as it certainly would be to avoid the narrow and steep part of St. Martin's Lane, which continues from the church to the Strand, and beautiful as this part of the town might easily be made,

with a little regard to taste and propriety, these important objects seem to have been here even more solicitously neglected than in any other part of the plan.

It will be now proper to enquire what description of houses are purposed to be constructed, and what are to be their elevations? And further, to consider the probability of tradesmen or speculative builders engaging to erect them under the liabilities of the sewer-rates and taxes proposed to be assessed, in addition to the heavy ground rent which must attach to the frontage.

It is said that the schemes of the houses having colonnaded piazzas is abandoned; this is a very judicious improvement, for although colonnades would be refuges from the weather, they would at the same time offer accommodation to every impurity, prove harbours for thieves, produce a stagnant atmosphere, obscure and render uninhabitable the ground-floors of the houses, and would, besides, be a prodigious expence in their erection. As to the rates of houses, second and third rates would generally be most useful. A few first-rates with them would be desirable; but a very expensive

elevation would be ruinous, for the rents of the houses would then be of amounts exceeding the ability of a tenant to pay with safety to his prospects as a man in trade.

That maxim, too credulously believed and unfortunately acted upon, viz. that it was impossible for a tradesman to be ruined by the price of his situation, is now found to be experimentally untrue; for the houses on Snow Hill (now called Skinner Street), although possessing every advantage derivable from a great thoroughfare, have never answered on account of their excessively high rent<sup>16</sup>. Pickett Street is, as relates to the north side, in the same situation; but the south side, (where the houses are upon a smaller scale, and indeed of a character below mediocrity,) has been a much more profitable speculation. What the frontage of the New Street may be worth is uncertain; its becoming flourishing depends upon circumstances: for if, after the houses now standing are taken down, the public have not sufficient confidence in the scheme, or men of capital are not san-

<sup>16</sup> There have been no persons willing to pay the large sum asked for the ground near the Houses of Parliament, where good houses are exceedingly wanted.

guine enough to embark their money in erecting them ; if one or two of the first adventurers become bankrupts, the vaults are dug out, and the buildings remain long unfinished, the whole project will appear daily more and more unpropitious, and remain a nuisance and disgrace instead of a public accommodation and ornament : care should therefore be taken not to place too heavy a ground rent ; the new sewer rate should not exceed 2d. in the pound annually ; the land-tax, its present amount of 1s. 10d. in the pound for St. James's parish, and the composition for the wide pavement, should not fall altogether on the builder.

Summarily, then, to recapitulate what has been here thrown out, does it not appear ? 1st, that the part of the New Street from Carlton House to Piccadilly is liable to few objections, but that the line in its progress towards Oxford Street, and from thence to the Regent's Park, becomes subject to many ; that the plan therefore wants re-consideration ; that what was said to be Mr. James Wyatt's suggestion, viz. the making of a direct opening from Piccadilly to Great Portland street should be well weighed ; that the im-

provements should not be confined to one street; nor the street itself be set out too wide<sup>17</sup>; that the houses in it ought not to be upon too large a scale; and that the alteration, called the improvement of the Mews, should be subjected to revision in all its parts.

<sup>17</sup> Perhaps not exceeding 80 feet.



## CHAPTER IV.

## ON THE PROPOSED NEW SEWER.

THE laws relating to sewers are of great antiquity in this country ; they were brought into a more perfect form, and made more effective by the admirable statute of Henry VIII<sup>18</sup>.

It is not the intention of this work to enter upon their legal constructions or effects ; but, to take that view of them, which will enable the reader to perceive their application to a town sewage, and in some measure to understand what has been their operation upon the property in the western and north-western parts of London for the last half century.

The statute of Henry VIII. evidently has relation only to the preservation of lands from irruptions of the sea, of navigable streams, and of outrageous waters flowing into the sea, or navigable streams from the uplands ; its provisions in the course of time appearing very salutary, have been extended, by various subsequent statutes, with the in-

<sup>18</sup> 23 Henry VIII. cap. 6.

crease of the buildings in this great city, for carrying off the waters and filth, and by so doing, preserving the health and comfort of its inhabitants<sup>19</sup>. The equity of the laws of sewers, and the excellence of their administration is very evident, from the very few law cases which have arisen out of them; which circumstance is, the more especially, a matter of surprise, as so much and such a variety of property in so many parts of the kingdom are subjected to their operation. The strong oath<sup>20</sup> imposed upon commis-

<sup>19</sup> 3 and 4 Henry VI. c. 8.—13 Eliz. c. 9.—3 James I. c. 14.—7 Anne c. 10.—47 Geo. III. c. 7.


<sup>20</sup> The oath is as follows:—"Ye shall swear, that you to your cunning, wit, and power, shall truly and indifferently execute the authority to you given by this commission of sewers, without any favour, affection, corruption, dread, or malice, to be borne to any manner of person or persons, and as the case shall require, ye shall consent and endeavour yourself, for your part, to the best of your knowledge and power, to the making of such wholesome, just, equal, and indifferent laws and ordinances, as shall be made and devised by the most discreet and indifferent number of your fellows, being in commission with you, for the due redress, reformation, and amendment of all and every such things, as are contained and specified in the said commission, and the same laws and ordinances, to your cunning, wit, and power, cause to be put in due execution, without favour, meed, dread, malice, or affection, as God you help and all Saints."

sioners of sewers, is, perhaps, a cause of their dedicating a greater degree of care and attention to the due execution of the matters entrusted to them, than trustees of turnpike roads or commissioners of taxes feel it incumbent on them to bestow.

The subsequent statute of James I., which particularly extends the town district of the commissioners for Westminster, and part of Middlesex, had one misfortune attending it: it did not look forward enough; the limits of jurisdiction given by it were too much confined; and consequently by the supineness of the owners of the lands in St. George's parish, the stream, now constituting the King's scholars pond sewer, was arched over of its then existing width only; its current suffered to continue of an irregular fall; and what was still worse, the greediness of the builders on the borders of it, for the sake of a little gravel or brick earth, induced them to dig out their foundations too much below the surface of the land, and the level of the water in the sewer, when charged by torrents from the uplands. Its course, through the parish of St. Mary-le-bone, was equally neglected, and the same want of foresight existed in the pro-

prietors of the lands on its borders in their construction of the sewer on their estates. The commissioners were themselves in some degree to blame for having suffered these evils to occur; which they did, by not having applied sooner to extend their powers over the above-mentioned sewer. They were, however, at length sensible of their want of exertion; and in the 47th year of his present Majesty's reign, they obtained a very large increase of the district in a northern and western direction, so that at present their authority extends over the waters draining into the outfalls, of which the following is an enumeration, commencing with the easternmost sewer near the boundary of the city of London, and proceeding in regular order from it westward to Counter's Creek sewer, which forms the limit of the land jurisdiction. A few leading particulars of each sewer are inserted, as the assessments are separately kept in the books and records of the commissioners. The jurisdiction of the commissioners also extends over all the banks of the Thames, on the Middlesex side of the river: and over all the banks of the streams issuing into it, as far as the tide flows. The lands

within these banks are mostly above the level of high water ; and being so, have not particularly called for the survey of the commissioners, which is, notwithstanding, to be lamented, because the increase of houses and other buildings at Hammersmith, Chiswick, and Turnham Green, has rendered the interposition of their authority very requisite on account of much property in that quarter being subject to inundation.



No. 1. Essex Street sewer drains a considerable district, and discharges itself into the Thames, near the Temple Stairs ; there have been 10 assessments on this sewer since the year 1733, the rate averaging annually not quite three farthings in the pound.

2. Strand Lane sewer drains a considerable district, and discharges itself into the Thames, at Strand Lane ; there have been 5 assessments on this sewer since the year 1771, at rates averaging three farthings annually.

3. Somerset Water Gate drains a limited district, and discharges itself into the Thames at Somerset House ; there have been 5 assessments on this sewer since 1767, at rates averaging not quite one penny annually.

4. Durham Yard sewer drains a considerable district, and discharges itself into the Thames near the Savoy ; there have been 5 assessments on this sewer since the year 1743, at rates averaging a little more than one halfpenny in the pound annually.

- No. 5. Hartshorn Lane sewer drains a very large district, and discharges itself into the Thames at the bottom of Northumberland Street, Strand ; there have been 17 assessments on this sewer since the year 1720, at rates averaging one penny in the pound annually.
6. Pall Mall sewer drains a considerable and valuable district, and discharges itself into the Thames at Scotland Yard, Charing Cross ; there have been 9 assessments on this sewer since the year 1739, at rates averaging not quite one penny in the pound annually.
7. King Street sewer drains a limited district, and discharges itself into the Thames at Medley's Wharf, near Parliament Street ; there have been 12 assessments on this sewer since 1743, at rates averaging nearly one farthing in the pound annually.
8. College Street sewer, a small and poor district, discharges itself into the Thames at the south end of Abingdon Street ; there have been 12 assessments on this sewer since the year 1742, at rates averaging nearly twopence in the pound annually.
9. Wood and Pye Street sewer, a small and poor district, discharges itself into the Thames at Pearce's Brew-house, Millbank Street ; there have been 11 assessments on this sewer since the year 1738, at rates averaging nearly one penny three farthings in the pound annually.
10. Romney Row sewer, a very small and poor district, and always in debt, discharges itself into the Thames near the Horseferry Road ; there have been 9 assessments on this sewer since the year 1771, at rates averaging nearly fourpence in the pound annually.
11. King's scholars pond sewer, a very extensive district, discharges itself into the Thames at Milbank, at the

division of the parishes of St. John the Evangelist, and St. George, Hanover Square; there have been 19 assessments since the year 1724, at rates averaging a little more than one penny in the pound per annum.

12. Ranelagh sewer, draining a very extensive district, but at present not much built upon, discharges itself into the Thames at Chelsea Hospital; there have been no assessments yet upon this sewer; but it is in debt.
13. Counter's Creek sewer, also a very extensive district; but at present not much built upon, discharges itself opposite Battersea Church; there have been no assessments yet on this sewer; but it is likewise in debt. This sewer is the last in the jurisdiction of the commissioners of Westminster and part of Middlesex.

About the year 1798, the proprietors of the Grand Junction Canal made the Paddington branch of their navigation; its approach to London rendered two very great and elevated embankments necessary, one over the River Brent, the other over the valley of the Serpentine River, near Westbourn Green. The first of these embankments was effected by making a brick aqueduct, of large capacity, under which the Brent passes generally without much impediment, and which is too far removed from London to be much dilated upon here; but the latter embankment essentially interferes with that

great object of consideration, the sewage of the western part of the metropolis. It is formed over the valley to an elevation of 30 feet above the natural surface of the ground ; a brick aqueduct here, as at the River Brent, being made for the conveyance of the canal over the Serpentine River or Westbrook. This brook receives all the waters flowing from the western side of Hampstead Hill, the south side of Shootup Hill and Bransbury, Kensal Green, in part, and thence from the eastern side of the Harrow Road to the bridge at Westbourn Green. This district being all strong clay, floods, which were frequent before the embankment, have increased since its formation ; no doubt owing to the limited size of the culvert, the opening being but a little larger than the old bridge was on the Harrow Road, which has since been rebuilt on account of want of dimensions. What evil might arise from the effects of a very sudden thaw cannot easily be foreseen ; because, if the embankment were to be ruptured so as to let out the waters of the canal, which is for 18 miles without a lock, they could not be stopped, although there are stop-gates at the bridges, for they



could not be made to act if there were any great thickness of ice in the canal <sup>21</sup>.

It is exceedingly to be regretted that there was no interference of the commissioners of sewers when the culvert was built; so necessary was it that a work of so much importance should be of proper dimensions. The error, in the opinion of the Writer, seems to have arisen from the engineer having taken his scale of water-way from the opening of the bridge, on the stream below the embankment, without reflecting that the impediments to the flow of water caused by bridges, culverts, tunnels, pipes, or other issues, have always relation to their respective lengths, and that the longer any arch is, the area of the opening it affords should be in a degree proportionably extended.

When the Regent's Canal Bill was solicited in Parliament, the commissioners of sewers for Westminster, at length sensible of the evils originating from the execution of canals near the metropolis without some superintendence, as a safeguard to the public, re-

<sup>21</sup> Would it not be a proper measure of precaution for the Grand Junction Company to have the flood-gates raised up when any serious frost may threaten?

sisted the introduction of a clause inserted in many canal acts, placing the works of canals without the jurisdiction of the commissioners of sewers : and also resisted the insertion of other clauses, having for their objects the putting almost every stream of water within a considerable part of the northern outskirts of the town under their influence and controul, instead of that of the commissioners. The commissioners succeeded in their opposition after much labour, and notwithstanding very great misrepresentation, on the part of the proprietors of the canal. There are many embankments on this canal and its feeder, and much deep cutting ; but none of the embankments very high except that on the Finchley Reservoir, which is upwards of 50 feet<sup>22</sup>.

The New Street Bill was introduced into the House of Commons last year without any clauses affecting the jurisdiction of the commissioners of sewers ; but whilst the Bill was before the Committee of the House of Commons, powers were sought for which

<sup>22</sup> The embankment over the Kentish Town valley will be of great extent, and become a great obstruction if sufficient water-way is not preserved, for that flat is now subject to be much inundated by the River Fleet. It is part of the district under the commission for the Finsbury division.

seemed to be at complete variance with the existing laws. The commissioners were alive to the effects of these clauses, and exerted themselves to prevent their forming part of the Act, without effect; for it seems that the minds of many men of sense and reflection had been led astray, from the errors in the construction of the covered part of King's scholars pond sewer being much exaggerated, and from much misrepresentation having gone abroad upon the subject<sup>23</sup>.

The course of the new sewer proposed to be made under the powers of the New Street Act, is to commence at the south end of Mary-le-bone Park, at or near Portland Place, under the street called Portland Place, along the whole line of the principal new street to be made, pursuant to the Act, unto Charing Cross; and from thence along the

<sup>23</sup> The persons who suffer most, or indeed the only sufferers, by the overflow of King's scholars pond sewer, are those who deserve to suffer, on account of the proprietors of the estates having permitted the sewer to be contracted, and the ground dug out improperly, as before stated. The commissioners have, however, done much for their relief; the opening to the Thames has been improved at a large expence, and the contracted part of the sewer, at Lansdown Passage, made capacious and regular.

public street to Scotland Yard, into the River Thames, at a place at or near the Lime Wharf.

How is it possible to conceive that any new sewer can amend the old sewer, in those parts where the evils of its construction are now more particularly felt? It is impossible for the diversion of any quantity of water from the uplands to remedy the irregularity of the present fall, to take away the impediments now existing in the sewer, or restore the bad materials of which it is composed. A collateral sewer, it is true, may diminish the quantity of water which comes down the present course in times of floods, from thunder showers, which are the most frequent causes of overflows; but these floods are thought by the oldest commissioners to do good instead of injury, as the rush of water caused by them carries the ashes, sand, and all the other heavy substances which clog up the sewer down to the river; and it is not a little remarkable, that few or no complaints have been made to the commissioners since the improvement of the outlet; and it is now understood, from the excellent operation of the new sluice at the river Thames, that there

would be no injury likely to be sustained in the flat near the river, if the banks of the sewer were generally raised about eighteen inches higher than they are at present, and which might be done at a very moderate expence.

Much of what has been stated by Mr. Nash, in relation to the new sewer proposed by him, has been so ably answered by Mr. Treadgold, the surveyor to the commissioners, in the Report (see Appendix No. 4), that it is requisite here to insert only a few of the observations of the commissioners themselves; and then to notice briefly, the difficulties, misfortunes, and expences which must ensue from the adoption of such a scheme as that of a great tunnel sewer, notwithstanding what Mr. Rennie may have observed upon the subject; to whom great deference should be paid, had he really been much acquainted with the district, or had had leisure fully to have seen the question of a town drainage in all its bearings.

The observations of the commissioners alluded to are as follows :

“ The usefulness of the jurisdiction of the commissioners of sewers is undeniable, and

"the necessity of continuing it undisturbed was admitted by the Legislature in the last Session of Parliament", in the protection they afforded it against the clause of exclusion in the Regent's Canal Bill.

"About the year 1532 this jurisdiction was originally established in its present shape, though there are four statutes earlier than that time; and by eight subsequent statutes it has been continued uninterrupted to the present day.

"One of the latest of these statutes was passed in the forty-seventh year of his present Majesty, and its object, as stated in the title, "*is to enlarge the powers and extend the jurisdiction of the commissioners of sewers,*" &c. So long has it been the policy of the country to add strength to, and preserve the uniformity of the powers of the commissioners, the jurisdiction which had until that time, in certain cases, been confined within the limits of two miles from the city of London, was thereby extended to Fulham, in the county of Middlesex, over all parishes in the city and liberty of Westminster, and nine parishes not within those limits.

<sup>24</sup> This representation of the commissioners was made in the spring of 1813.

“ The reason was obvious: that the whole system being under one set of men, might be uniform, effective, and consistent in all its parts, and this could only be accomplished by keeping the jurisdiction entire.

“ The benefits are apparent, from the present state of the health and cleanliness of the metropolis.

“ To effect this, the commissioners have power to make rates to defray the expences of repairing and cleansing their sewers; but these rates are made by the intervention of a jury, summoned by the sheriff, under a precept from the commissioners; in order that commissioners, who are appointed by the Crown, may not tax the subject without his own consent, expressed by a jury.

“ The Bill now before Parliament, provides that the New Street shall have a new sewer, which sewer shall be under the controul of commissioners, to be nominated under the Bill, distinct from the existing commissioners of sewers under the Great Seal; and that all that district through which this street is proposed to pass, from Portland Place to the Thames, and a great space on each side, is to be taken out of the hands of the existing

"commissioners of sewers. The proposed commissioners may stop up sewers running into the new one: the jurisdiction of the existing commissioners is, therefore, completely divided—one part to the westward and one to the eastward of the proposed new power, and the uniformity of their long established and necessary authority is thus destroyed.

"The proposed commissioners are to have power of rating to any extent, without the interference of a jury, or any check; for there is no appeal given to the sessions or elsewhere; the demand and non-payment of their assessments proved before a magistrate, being taken as conclusive evidence upon which a distress is to issue; and these commissioners are servants of the Crown, removable at pleasure. In other cases it is usual, and almost universal, to state a maximum of rate, by such words as "any rate not exceeding in the pound"—no such words are here: for this Bill gives power to make any rate or rates, assessment or assessments, by an equal pound rate from time to time, as *they* (i. e. the commissioners under the Act) shall see occasion. Nor is this all; this power extends locally to all streets, squares, ways, and



" places described in the map or plan deposited, which shall use the said new sewer. How is this locality and liability to be defined? What is the meaning of *using* the new sewer?—are questions left entirely at uncertainty, and of no small importance to the inhabitants even of a distant neighbourhood<sup>25</sup>? The sewer may be used by houses situated beyond the limits described in the plan; and houses may be so situated as to leave it doubtful whether they are taxable by the old or new jurisdictions. But it has been said, that the Crown may make what bargains it pleases with its own tenants.—Be it so;—the majority, however, of the inhabitants on the line, *are not* tenants of the Crown; and as to those who are, the Crown can make such arrangements with the existing commissioners of sewers, as every individual is required to make when he builds a new street on his own estate. To this there can be no objection; the advantages are all in favour of the Crown's so doing in this case; for the

<sup>25</sup> The inhabitants of Pall Mall, St. James's Square, Jermyn Street, and every street or place within half a mile of the new line, should consider how *they* may be affected by this mode of levying rates.

“ Crown lands do not extend the whole length of the sewer, and ought to be on the same footing as other owners, as, in fact, they now are by the statute of 23 Henry VIII. which enacts that the decrees, laws, and ordinances of the commissioners of sewers shall bind as well the lands, tenements, and hereditaments of the King, as of all and every other person or persons.”

As to expence, the statement of Mr. Nash requires observation beyond what has been said on that subject by Mr. Treadgold; because foundations of houses, vaults, water pipes, wells, cesspools, &c. will interpose. Difficulties not existing in ground which has been untouched, and the interruption occasioned by executing a work of this nature in public streets, cannot be easily estimated; and Mr. Nash appears to have calculated merely upon the ordinary expence of a sewer of the dimensions proposed by Mr. Rennie. He also seems to have misunderstood the nature of the sewer assessments, which instead of having being eightpence in the pound annually on the King's scholars' pond sewer, have only twice been at that rate, which amounts were assessed at periods of four years distance;

and then only because the commissioners thought it right to make great improvements in the sewer, in consequence of the extension of their jurisdiction by the act of the 47th of His present Majesty, and because the increase of the business of the commission required the purchase and fitting up of an office to conduct it.

With respect to the sewer which the commissioners themselves proposed to make for the relief of King's scholars' pond sewer; it may be conjectured from the report made by Mr. Rennie, on the various suggestions of different members of that body, that very considerable doubts existed as to the best mode of relief. The question was not only agitated when those suggestions were made, but it was again considered by the court, when the proposition was laid before them, of carrying that part of the main sewer which runs close in the front of Buckingham House, by a new channel, considerably to the rear of that building. They caused this line to be particularly surveyed, with a view to ascertain the propriety of such a deviation; when, though it was found very practicable and beneficial, it was not proceeded

with on account of objections made by the surveyor of the Queen's palace to that plan, on its being submitted to the board of green cloth, with a view to its execution. This, or any other scheme of collateral auxiliary drainage at about 14 feet deep for the bottom of the sewer, must, notwithstanding, be far preferable to a tunnel drain; indeed, any line which could be found to the westward of that of the main sewer, must be attended with infinitely fewer difficulties and much less expence, than any eastern line of drainage; besides which, such a line might be kept within the district, which is impossible for any other to be to the eastward of the main sewer. These matters seem not to have been sufficiently weighed by the court, or at least they do not appear to have been clearly pointed out to the surveyor of the Queen's Palace, in the representations made by the commissioners.

A very deep sewer <sup>26</sup>, to be constructed either by tunnelling, or by deep cutting, must subject the town to prodigious inconvenience: 1st, not only from the difficulty of

<sup>26</sup> Upwards of 30 feet deep, as this is for the greater part proposed to be.

removing the earth and pumping out the water, but also from the uncertainty of its execution; for, is it to be expected, that in any line through the town, maiden ground will be universally met with? If the strata should prove to be undisturbed at the depth required, there is no certainty of strong clay, or solid gravel, being likewise universally found; should, then, a great sewer of this nature fail, at such a depth below the surface, how considerable would be the expence and how great the impediments it would occasion. 2dly, The inhabitants on its borders must expect a total privation of spring water. 3dly, All the persons who should find it necessary to use this tunnel sewer as the issue for their waters, or to discharge into it the surface waters from the streets, &c. will be put to an enormous expence in executing excessively deep drains; and be compelled also to build wells or cess-pools for their drains to fall into, otherwise the great fall of their waters would inevitably blow up the sewer. 4thly, The reversing of the currents of all existing drains, which now have a natural tendency to other existing issues, this new sewer being principally on the summit of the districts. 5thly, The hardly

to-be-conceived interruption which would arise in the neighbourhood of Charing Cross, intersected at that portion of the town is, by the Pall Mall and Hartshorn Lane great sewers, as well as by others of less importance, and where the level of the ground will totally preclude the possibility of tunnelling. 6thly, The probability of the King's scholars' pond sewer being in the upper parts choaked up, if the waters from the upper grounds near Hampstead are diverted from their present course into the new sewer. 7thly, The serious consequences which may attend upon abstracting those portions of the rates which now arise from those parts of the district which are proposed by the new act to be assessed to the new sewer, which parts are themselves in no want of a better drainage, and thus rendering the borderers upon the present line, subject to all the usual repairs of it, and all the existing imperfections, with less means of remedying them. 8thly, The before-mentioned mischiefs of separating the jurisdictions, assessing the inhabitants without the intervention of a jury, and subjecting them to be rated by persons not acting upon oath, and removable only at the pleasure of the Crown.

## CHAPTER V.

## ON THE PROPOSED NEW CHURCHES.

THE structures erected in this country for the services of religion, are of various characters and magnitudes, most of them the works of times much antecedent to the present. They are memorials of the piety of our ancestors, sometimes, indeed, improperly stimulated into action by the influence of the clergy. In many cases they were monuments of the liberality, genius, and perseverance of great and good men, among whom we, with pleasure, extol William of Wickham, and Archbishop Chichely. Many of these religious remains still constitute the embellishments of this country, notwithstanding the rude attacks of Presbyterian fanaticism in the days of Cromwell, and the no less destructive, though more silent, operation of time.

The Reformation from Popery, brought about as it was in England, with a spirit

which preserved an equal mean between the idle ceremonies and vain ornaments of Romish superstition and the affected plainness of Presbyterianism, preserved most of the edifices nearly entire. The churches and colleges, since that time added to the catalogue of structures dedicated to the national worship, are, generally speaking, no unimportant portion of the accommodation religious worship experiences from such works. Most of the churches and colleges, erected during more than a century subsequent to the Reformation, were of a mixed stile, wavering between what is called Gothic and Roman architecture, and to this day the predilection for the Gothic superaddition of the spire or steeple to the Grecian or Roman portico, very frequently outrages our tastes and confounds our judgments <sup>27</sup>.

When a comparison is made of what was formerly done in the erection of magnificent buildings, with what has of late years been accomplished, there will be found a great want of exertion in our days, especially if we except the appropriation of those chapels

<sup>27</sup> This is remarkable enough in the ten churches built in Queen Anne's time, St. Martin's, &c.



which have proceeded from the zeal of dissenters, or those buildings which have been constructed in consequence of the extension of commerce and the increase of manufactures in particular spots.

It cannot be said that there are not means to complete any extensive fabric, because the commencement of the last century witnessed the erection of that splendid and elegant edifice, the cathedral of St. Paul, without the imposition of any public burthen, capable of being seriously felt, and attended with no such evils, as resulted from the protracted completion of St. Peter's, at Rome, which swallowed up the immense sums derived from the sale of absolutions and indulgences, and from the various schemes contrived by the Roman Pontiffs to extort money from the inhabitants of the greater part of Europe.

The parish of St. Mary-le-bone is said to contain 75,000 inhabitants and 8,000 houses; the superficial number of acres is about 1,450.

The whole number of the inhabitants of London, Westminster, Southwark, with the out parishes of Middlesex and Surrey,

and the five parishes not included in the bills of mortality, but forming a part of the metropolis; viz. Chelsea, Kensington, Mary-le-bone, Pancras, and Paddington, was, when the census was taken in 1811, 1,008,546 souls; therefore the proportion of the inhabitants of Mary-le-bone is to that number as 1 to 13½ nearly.

Mary-le-bone church is capable of seating 250 persons only; but it is aided by eight chapels of the church establishment; the eight chapels can accommodate together about 6,500 persons<sup>28</sup>.

There are likewise seven Roman Catholic, Dissenting, and other chapels (capable of containing 4,800 persons) within the confines of the parish.

If we attentively consider the proportions of the above numbers, we cannot but feel the necessity of doing something in aid of the accommodation demanded by the services of the established religion; and, the more we reflect on the subject, the more shall we be convinced of the misfortune posterity will have to lament, if a proper portion of ground in the Regent's Park be not appro-

<sup>28</sup> Two others are now building.

appropriated as the site of a fine parochial edifice for the parishioners of St. Mary-le-bone.

What has been just observed with relation to that parish will almost equally apply to the parish of Pancras. A portion of the latter is included in the Regent's Park; but as it is not that part where it would be advantageous to erect a parochial edifice, it will only be necessary to remark on the subject, that the parish of Pancras is larger in extent than the parish of St. Mary-le-bone, and though not proportionably covered with buildings, the erection of a church on an ample scale has been loudly called for<sup>29</sup>; the accommodation which its chapels are capable of affording, being much less than that of the chapels in St. Mary-le-bone.

The cellae or interiors of the ancient temples were small compared with the external magnificence and extent of the buildings; the Temple of Peace at Rome seems to have had more capacity within its walls than any

<sup>29</sup> See Dr. Middleton's address to his parishioners, published by Cadell and Davies, 1812.

other structure dedicated to pagan deities<sup>30</sup>. What particular sacrifice was performed in it, to require a larger amplitude than other temples, seems to elude our conjecture; but doubtless the good sense of the ancients made a judicious appropriation of their edifices to their uses. The Pantheon of Rome, and the church dedicated to St. Sophia at Constantinople, are brilliant examples of fine interior accommodation: and with us, the courts of justice at Lancaster and Chester, are much to be commended. But it is to the disgrace of the dark ages, that a superstitious veneration for the form of the cross, caused so many noble works constructed in this country and on the continent, to have their exterior forms graceless, and their interiors only partially useful<sup>31</sup>.

It is unquestionably very difficult to design

<sup>30</sup> The greatness of this temple, (300 feet long by 200 feet broad) the most magnificent of old Rome, is prodigious; it is larger than our Westminster Hall, (228 feet long by 66 feet broad) and the middle nave only, besides the aisles, is more than a seventh part broader; in height it exceeds the highest cathedral in the World. Wren's Parentalia, p. 362.

<sup>31</sup> See Principles of Design and Architecture, published by Cadell and Davies, 1809. Letter xvii.

a church capable of accommodating a large congregation, if there is to be any elevated cupola, tower, or dome on the principal part of the building; because the piers necessary to support the incumbent weight of such superstructures must necessarily interfere with the areas of the interiors, separate them into various portions, and intercept the hearing. This is sufficiently evident in our own cathedral of St. Paul; and the endeavour to obtain interior space at the expence of the substance or magnitude of the supports, has been productive of serious alarm for the stability of the beautiful church dedicated to St. Genevieve at Paris.

Sir Christopher Wren observes, in speaking of the situation of the pulpit in churches, that a moderate voice may be heard 50 feet distant before the preacher, 30 feet on each side, and 20 feet behind the pulpit, but not this, unless the pronunciation be distinct and equal.<sup>32</sup> If these dimensions should be considered as a perfect rule for the interior of churches, they would not only be of small capacity, but resolved nearly into the form of a square. Yet, with great deference to so

<sup>32</sup> Parentalia, p. 320.

able an architect, it may not be presumptuous to remark, that very much indeed depends upon the form of the building itself; that in our theatres, when properly adapted for hearing, even the low notes of the human voice, in speaking or singing, are capable of reaching the ear at almost double that space, and that nearly with equal effect, all round the spot from where the speaker or singer delivers himself. It is, perhaps true, that the form of the ceiling has much concern with the distinct hearing in an enclosed building, for in many of our large rooms in the metropolis, very curious aberrations of sound take place. In the great room at the Crown and Anchor Tavern, when a person speaks at the upper end of the room, his voice is nearly lost in the middle, but perfectly audible at a little distance from the end, most probably owing to the cove of the ceiling. The late alteration of the ceiling over the proscenium at Covent Garden Theatre, has produced a surprising alteration in the communication of sound to the audience. This subject deserves very serious consideration, wherever the merits of any plan for a large church are in question.

The English mode of erecting galleries in churches, produces an unpleasant effect upon the beauty of the interior. If they are erected without columns or piers, they must be of limited width, and can afford but little accommodation; if they have much amplitude, they intrude themselves awkwardly upon the area, destroy its beauty, and if they bear upon the shaft of a column, they injure the symmetry of that beautiful feature of architecture. Sometimes, indeed, the fronts of galleries are contrived so as to fill the spaces of the intercolumniations in churches, by uniting the bases of the columns. Where this can properly be accomplished, and without reducing the dimensions of the column itself, symmetry and architectural propriety will be observed; but there never will be a perfect interior where either the gallery shall appear to want support or to intrude upon the internal order. To make then a beautiful interior, we must look for an absence of the gallery; and if we wish perfection of design, contemplate the economy of St. Stephen's, Walbrook.

It has been of old, judiciously observed, that the placing of a small column on the top

of a large one; is like placing a pigmy upon a giant's shoulders; and also that, "*pigmies are pigmies still, though perched on high,*" Yet we know of no proper ornaments for a dome or cupola, excepting columns: pilasters must always be bad if much elevated, because it is impossible when they are far removed from the eye, to perceive their distinction from a flat surface. How then can a proper cupola or dome be constructed and made ornamental? Our judgments and our tastes are neither of them offended by the contemplation of the domes of St. Peter's at Rome, St. Paul in London, or St. Genevieve at Paris. This proceeds from the domes receding so much from the façades of the buildings of which they respectively form parts, that the comparison of the different magnitude of the columns is not entertained by the spectator, but the general outline pleases him whether he beholds the edifices near, or at a distance.

The arrangement of the seats for the proper accommodation of a congregation in our churches, deserves great attention. A greater number of persons can certainly be seated on benches than in pews; but they cannot kneel



comfortably in a less space than 2 feet 9 inches, for the interior width of the seat or pew. Undoubtedly either fixed seats or pews are better than moveable forms, benches, or chairs, as used in the catholic churches, for the unpleasant noise in dragging them about, is a great interruption to a serious service. In theatres, where there is no necessity for kneeling, such an arrangement of seats as is used in the pit, is commodious enough; but it surely cannot be applicable to devotional service, and would not have been mentioned here, had not such a scheme of fitting-up the proposed church, in Mary-le-bone, been mentioned. If pews are adopted, there should be much attention paid to their being so contrived that the congregation should look one way as much as possible, which can never be accomplished if the pulpit and reading desk are in one part of the church, and the altar is in another, which is frequently the case, especially in our cathedrals<sup>33</sup>.

As to exterior character and appearance, so much has been written and said upon the

<sup>33</sup> See particularly Westminster Abbey and St. Paul's.

introduction of modern gothic architecture, that its forms will hardly be introduced; it seems, indeed, that the wildness of taste, which has countenanced for the few last years designs of this species of architecture, has now lost its charms, and that we must look to the genuine beauties and chaste proportions of the Grecian orders, for the embellishments of any edifice which it may be worthy of this age to consecrate in either of the parishes so destitute both of religious accommodation and general ornament. To shew that ornament is required, or at least some noble architectural feature, it may not be amiss to quote the words of the British reviewer<sup>24</sup>.

“ It is indeed affecting, when we view the metropolis from a neighbouring eminence, to observe that portion of it inhabited by the greatest number of legislators, the greatest number of the wealthy and the well-educated, that part which is inhabited by those who hold the highest offices in church and state, wearing the appearance of a quarter appropriated to persons under sentence of excommunication: the city rich in ecclesi-

<sup>24</sup> British Review, May 1813, art. 21, p. 375.

astical structures ; the west end of the town presenting a tiresome length of street, with scarcely a single edifice appropriated to religion ascending from amidst the vast mass of inhabitation."

Will not the most impressive feature be a rotunda? Is not such an object one which will better harmonize with the horizontal lines of modern street buildings than any other? The delightful view of Rome, by our fascinating painter, Wilson, taken from the villa Madama, cannot be forgotten by many men of the present day ; there, the fine dome of St. Peter, and the imposing figure of the pantheon, delight our eyes, and appeal forcibly to our understandings, compelling us to exclaim, that London ought not to be inferior to Rome, in any of these marks of her greatness. Greater far is our metropolis than this boasted city, both in the virtue and the opulence of its inhabitants : in virtue more transcendent, from a sublimer religion ; and in opulence more pre-eminent, because its riches are derived from industry and commerce, and not from the plunder of the world.

## CHAPTER VI.

## CONCLUSION.

IT is probable, that few of the inhabitants of London, knew any thing of the considerable estate of the Crown, which has been the subject of discussion in the foregoing pages, until the Duke of Portland's lease had expired, when the improvements proposed in the Regent's Park were trumpetted forth with a presuming boldness; presuming, because few of the numerous men of taste and science who abound in this great city, were acquainted with the minute of the Treasury of the 2nd July, 1793, (inserted page 6;) therefore, they could have no opportunity of communicating their plans for the judicious disposition of the estate, before it was proclaimed that one was adopted, and about to be carried into execution. Enough has been said about this plan, to demonstrate, that it was formed without judgment, and preferred without any due investigation of its merits.

Where the censure for its approval will ultimately lie, the Writer of these sheets can hardly divine; but it is not difficult for him to foresee, that posterity will have to lament the decision of those whose duty it was to make choice of what was best and most beneficial to the public. We would by no means suppose that any sinister motives have led to the preference of Mr. Nash's plan; and still less can we allow the suspicion that an undue favouritism has existed. We must rather conjecture, that the various and important state measures called forth by the arduous circumstances of the times, have so occupied persons in power, that it was impossible for them to dedicate proper attention to such secondary concerns as the improvement of the metropolis. This, however, will not exculpate the Commissioners of Woods, Forests, and Land Revenues, for not having sufficiently brought forward Mr. White's plan, which evidently possesses merit enough to have obtained a place for it in a publication which contains matters not entitled to half as much attention.

Had Mr. White's plans been unnoticed, because they were not officially before the

Commissioners, they should have been returned to him with an intimation of this circumstance; and the leading features of them should not have been made use of by the other architects in the plans offered by them. The recollection of Mr. White's plan suggests to the Writer of these pages, an idea which possibly may merit consideration. It is, that the noble space which surrounds his proposed church, might, if it were consecrated, be appropriated for the interment of those eminent statesmen, warriors, and philosophers, who may at future times deserve monuments to their memories, as tributes of their country's gratitude. How pleasing would it be in walking through a delightful garden, to see on our right hand and on our left, the effigies of a Chatham and a Nelson,—to be attracted onward by the figures of a Howard or a Johnson,—and every where to have objects producing reflections upon the brilliant exploits of great and good men departed into another existence: surely, such contemplations as these, would tend to elevate our minds and to call our latent virtues into action.

That such a disposition of monumental tributes would effect an impression superior

to that resulting from their position within buildings, will readily be admitted by those who have experienced the pleasing sensations which are produced by the walks of the Duke of Devonshire's grounds at Chiswick; sensations which naturally proceed from the relief arising from the opposition of the forms and colours of trees, to those of stone or marble. It certainly is practicable so to design a building as to render it capable of receiving monuments without destroying the harmony of the edifice; but it is very difficult to make such regulations as will prevent the improper intrusion of graceless designs. A cemetery, dedicated to the reception only of national monuments, might be put under the government of a special commission, instead of being subjected, as cathedrals or churches are, to the caprices or the greediness of a fluctuating body, of which the walls and pillars of Westminster Abbey afford such conspicuous instances.

That the inhabitants of the Parish of St. Mary-le-bone (in which are so many excellent buildings) should have calmly been spectators of the intended shutting up of the termination of several of the princi-

pal streets, as proposed by Mr. Nash's plan, without any representation to the Treasury on the subject, may well excite our surprise: that the Vestrymen should have suffered themselves to be made the instruments of altering the New Road, without obtaining the object for which their interference was employed, is still further a matter of astonishment; and that they should still be at rest, or at least have done nothing effectual, so long after receiving the following letter from the secretary of the Treasury, must induce us to think that some fascinating power must have possessed their understandings.

*Treasury Chambers,*

*August 23d, 1811.*

SIR,

I HAVE received Mr. Perceval's directions, in consequence of the communication you had with him, this morning, to acquaint you, that it is his intention to recommend to His Royal Highness the Prince Regent, to make a gift to the parish of St. Mary-le-bone of a piece of land, in Harley Field, of sufficient extent to build a chapel of as large dimensions as may be deemed necessary for the accommodation of the Parish, in that part of it.

I have the honour to be, SIR,

Your very faithful humble Servant,

GEORGE HARRISON.

*To the Rev. Dr. Heslop.*



Could it be believed, that after such a communication as this, difficulties should occur; and that the parish should be gravely informed, afterwards, that the builder in treaty for the ground in Harley Field, had stipulated that there should be no toll bell or burial service in the new proposed church, and this, notwithstanding the plan of Mr. Nash, adopted by the Treasury, clearly depicted that situation for the church? It is now said, that it is in contemplation, to convert the building at present erecting on the south side of the New Road, into a church, "Forbid it taste," and let not the Vestry be subject to this conclusion, that their vast labours have come to such a termination as is described by Horace<sup>35</sup>.

"Parturient montes, nascetur ridiculus mus."

<sup>35</sup> The parish of St. Mary-le-bone lost about the year 1770, a valuable site of ground, offered them by the late Mr. Portman, for a church, who conditioned to give them their present burial ground in Paradise Street, for nothing, if they built the church; if they did not build it, they were to pay £3000.: they did pay the £3000. The late Duke of Portland about the same time liberally offered £5000. towards building a church where Harley Street now is, and his offer was also lost to the parish.

The next subject of reflection is, whether what has been done in the New Park is of such magnitude, as to preclude its being altered and a better plan adopted. Most unquestionably, a great deal may be altered with very great advantage; some part cannot; but nothing ought to induce the Treasury to suffer the proposed extension of the canal, or to permit any wharf or market to be made where they are proposed; the public houses, and the miserable little fourth-rate building, east of that nearest to London, ought to be taken down; it is built of the old materials removed from the cottages which were demolished; giving a practical illustration of Mr. Nash's pompous detail concerning the good buildings which alone were to be erected in the park. His pieces of water ought to be well considered before they are proceeded with; his brick-making at the back of Allsop's Buildings, should be stopped; and whatever is resolved upon, ought to be firmly settled, that both of the parishes of St. Mary-le-bone and Pancras, may know with certainty, as well as the public, what is to be the real appropriation of the land. We have already witnessed, in the only parts of the plan which have been

proceeded with, material alterations of the original designs: if this is to be the case with the whole plan in its progress, what is its value? Is it a stalking horse and nothing more?

The proposed New Street ought likewise to be definitively marked out and determined upon, as it is an evil of the greatest magnitude to those who possess property likely to be affected by its execution. Whilst they remain in a state of uncertainty, they can neither let nor repair, they cannot properly make bargains for fresh residences, and those who have trades, dependent on situation, must suffer the most distressing embarrassment.

As to the new sewer, the uncertainty of its practicability and of its advantages, if it be practicable, ought to produce a pause. One thing only is certain about it, which is, that it will not only be a sewer, but the sink of all the money proposed to be appropriated for its completion.

Whether it was foresight or good fortune that prevailed when the site of London was first chosen, cannot now be known; but

it is not a little singular, that with very few exceptions as to small spots, the whole gravel district will be built upon, when that space of the Crown estate which lies within a few hundred feet of the New Road, is covered with buildings. The gravel strata there approach their terminations, as if to say to builders, "Thus far shall the town extend, but no farther. Here is the limit of the local springs of fresh water, and here health and comfort require you to stop."

A love for the neighbourhood of the place of his nativity, and an affection for local objects, may perhaps have induced the Writer of these pages to animadvert too forcibly, or to express his feelings too strongly upon the subjects which have been considered in them. These animadversions, however, were dictated by a view to public advantage, and not to private objects;—they were intended to bear upon the designs and suggestions themselves, and not upon the parties who have produced them to public observation. They, in a word, derive their origin from the hopes that sentiments may yet prevail of a nature similar to the feelings of our great dramatic Poet, when he describes his conception of the

first Cæsar's claims to the affection and gratitude of the citizens of Rome, by putting in the mouth of Antony the following words, descriptive of a gift worthy of a monarch to his people.

Moreover, he hath left you all his walks,  
His private arbours, and new-planted orchards,  
On this side Tiber; he hath left them you,  
And to your heirs for ever; common pleasures,  
To walk abroad, and recreate yourselves.  
Here was a Cæsar: When comes such another?

*Julius Cæsar, Act 2. Scene 2.*



# APPENDIX.

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## No. I.

*Letter from the late JOHN WHITE, Esq. to the late  
JOHN FORDYCE, Esq. &c. &c.*

*Devonshire Place,  
April 15, 1809.*

SIR,

AS several years have elapsed since you favoured me with a printed copy of the survey and plan of Mary-le-bone Park ; and as you were pleased to signify your approbation when I submitted to you suggestions for improvements which I had delineated thereon ; I am now induced to offer for your further consideration two plans that I have made, not only of Mary-le-bone Park, but of the whole parish, as well as of all the environs in any way connected with the improvement of the property belonging to the Crown.

When I have considered the advantages which the inhabitants of the metropolis derive from their free access to the Parks and Kensington Gardens, I could not but admire the wisdom and liberality of the age when they were so appropriated ; and the reflection has induced me to hope that two years hence, when the lease of Mary-le-bone Park expires, the officers of the Crown will be inclined to a similar appropriation of that beautiful and convenient portion of public property.

A late author, who employed much of his study and labour in suggesting improvements in London and Westminster, observed, that no public good was ever proposed to which interested individuals have not objected. This remark may be true when applied to the intermixed property of individuals who act from opposite motives; but the case I trust will be the reverse with respect to the proposed disposition of Mary-le-bone Park, which is wholly the property of the Public, and from its compact form, and contiguity to the finest and best inhabited part of the town, affords such an opportunity for improvements as never before presented itself, nor can occur at a future period.

King Henry VIII. is said so have made many purchases of land here, and to have formed it into a Park, as well as to have converted an unhealthy morass (now St. James's Park) into pleasure grounds for public use. Since that time the Town has continued to increase, and later monarchs have contributed to the accommodation of its inhabitants by the appropriation of Hyde Park and Kensington Gardens to their present use.

I have been led into these observations by a wish that the present reign may not lose the opportunity of obtaining similar honour, and that it may not be said that the officers of the Crown neglected the means of improving so beautiful and convenient a portion of public property, for the health and comfort of the inhabitants of the first city in the world, by restoring Mary-le-bone Park to public use, in an improved state, as it contains 543 acres of land, only a part of which is applicable for buildings, being mostly a strong clayey soil, without water.

The Plans which accompany this, will shew where houses of the first class (which are very much wanted) may be erected; also villas, with small portions of land, without the



public road ; the ground-rents of which will more than amply provide for every expence. You will also perceive by the said Plans, which are at present only in part engraved, that I have not only suggested an improvement of the Crown property, but have shewn how greatly that of the owners of the adjoining land will be benefitted, particularly that abutting on the east and west sides, though they have, with no very liberal view, caused buildings of a very inferior class to be erected, as if they wished or expected the Crown property to remain in its present state.

I also think it necessary to remark that, as the part of the Duke of Portland's estate, which abuts wholly on the south side, has been finished with new-built houses of the very first class of elegance ; others of a similar description should only be continued on the Crown estate. Before any such improvements can, however, take place, it is necessary that some arrangements should be made with his Grace, for the continuation of the sewers, and for opening the communication with Harley Street, Charlotte Street, and Portland-Place ; and as the Duke has also the means of supplying any number of houses which may be built, with excellent water, I trust that every object suggested by you as necessary in your printed report, may be fully accomplished.

I also beg leave to state, that on each of the plans I have described a proper situation for a large magnificent Parish Church, it being now in contemplation to erect such a building.

I have the honor to remain, Sir,

Your most obedient humble Servant,

(Signed) JOHN WHITE.

*John Fordyce, Esq.*

*Surveyor General of His Majesty's  
Land Revenue.*

## APPENDIX.

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### No. II.

*Report of Messrs. LEVERTON & CHAWNER, Architects in the department of Land Revenue; with Plans for the Improvement of Mary-le-bone Park.*

MY LORD, AND GENTLEMEN,

HAVING received your directions by Mr. Pillar's Letters of the 8th of October, and 27th of November last, to consider the present state and circumstances of the Crown's Estate, called Mary-le-bone Park, with a view to the most advantageous improvement thereof, chiefly as Building Ground; we have now the honour to submit our Report to you on the several heads of instruction and inquiry contained in the said Letters, accompanied with such observations as have occurred to us to be material to the subject according to the order in which those heads are arranged in the said Letters.

1.—The Estate, being upwards of 540 acres, is so large, it is not to be expected any Individual will come forward to offer himself as Tenant to the Crown of the whole, upon a scheme of extensive improvement; it would be too great an undertaking for any one person, even of the very first substance, and the progress of the improvement taken up in such a way would be tedious compared with what might be done by several persons, each taking a distinct portion of the

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Estate; and as we are persuaded the Northern part of the land will rise in value, in proportion to the improvements carried on upon the Southern part, it therefore appears eligible for the Crown to treat with several Parties of competent property, and that are disposed to exert themselves upon their Allotments.

The Southern part of the Estate being nearest the Metropolis, and having a handsome open main Road upon its front, is well adapted for an enlargement of the Town, and is very suitable for building on; and as there are many of the most fashionable Streets which do already abut upon that Road, running from the Town in a Northern direction, a Plan for the intended new Buildings may be so arranged as to continue such as may be most appropriate for opening direct communications to the Northern part of this Estate.

We think it very probable that the Crown will quickly receive Proposals from Builders for carrying into execution ranges of Buildings upon the Southern part, taking into view the whole extent of the Ground from East to West; but we apprehend *that* style for building will be confined to about two-thirds of the Ground from South to North; the remainder will be better adapted for detached Villas, with a portion of land annexed to each, in the style of Country Houses, and parts may be let, in the first instance, for Gardeners' Grounds, Plantations and Paddocks, so nevertheless that the lines of communication, ultimately intended, be provided for, and that the plots be so adjusted as hereafter to become sites for detached Villas also, according to different degrees of convenience.

The terms of years to be granted in each case, will of course be proportionate to the different objects for which the land will be taken and employed. Buildings of the first Class, at suitable Ground Rents, will require 99 years;

those of a second Class 80 years, and decreasing to not less than 61 years; while for purposes of Agriculture, the scale may be decreasing from 31 to 21 years; or even for shorter terms; but it is necessary for the encouragement of building on speculation to grant the Builders long terms of years; and where building substantially is an object, it is more a matter of importance to them to obtain long leases.

In order to subdivide the letting of this extensive Estate, it will be necessary a well-digested Plan should be fixed on; and when such plan may be sanctioned with approbation, very little, if any departure from it, should be permitted as to its outlines: every builder will then know what leading Streets and communications he may depend on, besides the immediate Street or place in which his Houses may be situated, and the Crown may then readily treat for the letting of the Ground to be covered with Houses after such Plan, in greater or smaller Allotments, as may be agreeable to the wishes of those applying to build on speculation, or for their own individual accommodation.

2.—Having already pointed out the manner in which we conceive the Estate will be most profitably employed, namely, by building, we proceed to report our opinion of the practicability of those parts intended to be built on being effectually drained, an object of the greatest importance to the Ground Landlord and the Tenants. We have ascertained, that the Southern and Western parts of the Estate chiefly slope down towards the South, and that there is a main Sewer, called the King's Scholars Pond Sewer, commencing nearly at the Western extremity; and another main Sewer, called the Hartshorn Lane Sewer, commencing near the Eastern extremity of the Southern Boundary; and again, towards the Eastern Boundary of the Estate, in which direction a part of the Ground slopes down, another Sewer

commences, which leads on to Battle Bridge, and from thence by Fleet Ditch to the Thames; besides these, there are subordinate Sewers intervening. All these Sewers may be rendered effectual, if care be taken not to sink the basement stories of the Houses too deep, which is an error that has been fallen into on other Estates, and must be especially guarded against in this in the first instance, as no remedy can hereafter be applied. Builders have been led into such mistakes sometimes by an anxiety to reap an early advantage in the sale of the Soil they discover fit for Brick-making or other purposes.

Common Sewers for the new Buildings should be continued along the centres of Streets upon proper regulations, and may be built by the Builders severally in front of their respective Houses, or by the Crown, upon receiving a compensation in present money, or in annual rent from the Builders. The open Land Drains at the Northern part of the Estate, we apprehend, may be rendered sufficiently effective for that quarter, as we anticipate it will not be immediately employed, otherwise than for Gardeners' Grounds and Paddocks, and eventually will be appropriated for detached Villas.

In respect to the Soil for Brick-making, we have caused the Ground over the greater part of this Estate to be bored, and have the satisfaction of being enabled to state, that it generally contains soil suitable for Bricks to a considerable depth, for which the excavations to be made for Basements, Cellars, and Sewers, may be appropriated; and that there are some extensive beds of Gravel, of good quality. We have hereto annexed a description, referring to the engraved Plan marked C. of the nature of the Soil in different places where we have had the Ground opened.

Covenants should be made in treating with the Builders, to regulate the depths for their Basements and Cellars ; and situations should be decided on for making and burning Bricks, not infringing upon the Act of Parliament respecting the New Road from Paddington to Islington, which we understand contains a Clause forbidding the burning of Bricks within the space of 150 yards of the Road.

We have reason to apprehend there are some parts of the Estate where it may be improper to permit Builders to make excavations for Basements, and that they must build nearly on the surface of the Ground ; there is, however, in Lodge Field, which is very high Ground, Brick Earth in very large quantity ; the lowering that Hill will tend to the benefit of that part of the Estate materially, and the cubic contents of the Soil which may be dug from thence will compensate for the deficiency of other parts ; and it may be proper for us to add, that we are of opinion the Brick Earth and Gravel which may be dug out to carry the plan of improvement into execution, should be considered at the Crown's disposal, clear of the Ground Rents of the different plots.

With regard to Water, we have made inquiries, and are informed that a supply may be had from the Grand Junction Canal, the Company having entered into engagements for the construction of Waterworks upon a very extended scale, pursuant to an Act of Parliament, as appears by a printed paper circulated by that Company, of which we annex a Copy we have obtained.

In addition to this source, we have been informed there is a capacious Well made on the high Ground called Battle Hill, adjoining to Primrose Hill, adjacent to this Estate, which Well is stated by Mr. White, Agent to the Duke of Portland, to be capable of supplying any number of new Houses to be built on this Land with a sufficiency of pure

soft Water. We have seen the site of this Well, but the Earth has been covered over it nearly to the surface of the Ground, and we doubt whether the fact of its capacity for what has been calculated upon has been completely ascertained.

The New River Company have made a Reservoir at a considerable elevation, contiguous to the Road leading from Tottenham Court Road towards Hampstead, which we presume will enable that Company to give a supply of Water from their Works; and we have learnt that the Estate of Mr. Eyre, adjoining Westwards, is supplied from the Chelsea Waterworks. This Water, we imagine, might also be extended over part of the Mary-le-bone Estate.

In the Metropolis, Water from the Thames, New River, Chelsea and other Works, is laid into the Houses by the respective Companies at a certain rate per annum, in proportion to the magnitude of the Houses; and we expect the Grand Junction, the New River, and the Chelsea Waterworks Companies, will be anxious that they may be allowed to supply the Mary-le-bone Estate, or as much of it as they may severally supply efficiently, upon moderate terms.

Hard Water will be obtained from Wells to be sunk and Pumps to be put up in public situations, as may be arranged by the Crown with the Builders, where springs may be discovered.

Having attentively considered the circumstances hereinbefore detailed, and having studied various schemes for the manner of laying out the Mary-le-bone Estate for building, reserving a part thereof for a Barrack, according to an outline Plan accompanying your directions to us thereon of the 1st of February last, we humbly submit the Design which accompanies this, marked B. to which, upon the whole, we give the preference; and we have made up an Estimate of

the probable Ground Rents which the Crown may derive, by letting out the Ground in small Allotments suitable to the general Class of Builders of the first respectability, and by which means the whole Improvement will be most speedily accomplished. We have the honour to subjoin our Estimate to this Report.

3.—We think, however, that if a more direct communication could be made between Oxford-street and Charing-Cross, that it would have an influence in the rapidity of letting the Mary-le-bone Estate, as it is more than probable many of the Houses may be taken by Members of Parliament, to whom the distance from Westminster would be an essential object, as well as to persons holding Offices under Government, who might wish to place themselves and families in an open airy situation, as contiguous as possible to their respective Offices. The inconvenience of the narrowness and circuitry of the present ill-disposed Streets, South of Oxford-street, towards Charing-cross, is constantly experienced by the Public in stoppages both in carriages and on foot; a great saving both of distance and time would certainly be experienced on the way between Mary-le-bone and Westminster, if a straight wide Street, as was heretofore suggested by the late Surveyor-General, were to be made; and although we do not think it of importance to decide at present exactly upon what line this new Street should be formed, yet it may be prudent to hold out to the Parties applying for building Ground, that such an improvement of that part of the town is in contemplation of Government. In reference to making the wide Street above-mentioned, it would be well to have in view for the line of it, some present leading avenues; by which means, rather than cutting completely through Buildings, that is to say, Islands of Houses, the line of the wide Street may be continued, and



it may not be improper for us to refer to the Line for such Street which we had the honour to suggest and recommend to the late Surveyor-General upon a Survey in December 1808, and upon which he commented in his last Parliamentary Report, and which we still consider to be the best line for it, and the most easy to be effected, in point of extent, quality of property, and expense to Government. The improved Ground Rent which might speedily be put up to sale, and the value of the Materials of the old Houses, which would be immediately received, would together reimburse a considerable part of the sum at first to be expended in buying out the different Interests of Landlords and Tenants. The Proprietors of Houses in the vicinity of the new Street will naturally feel it to be to their advantage to rebuild where the Houses are found inadequate in class, or in condition for reparation; and those that are found fit to stand will be improved.

4.—We have, in connection with the improvements of Mary-le-bone Park, directed our attention to the piece of Ground situate on the South Side of the New Road, opposite the end of Portland Place, called Duppa Field, and have laid it down in our Plans for building; but that in the Plan herewith delivered we think the best adapted to it. We beg leave to observe, that this Plot called Duppa Field contains Gravel of a good quality, as stated in the particulars hereinbefore referred to respecting the Soil.

5.—In regard to the Improvements which have been recently made by the Dukes of Bedford and Portland, and others, on the North Side of the Town, various ways have been adopted; some of the Proprietors have confined the Builders, with whom they have contracted, to a certain Plan as to the general distribution of the intended Streets, Squares, &c. without reference to the particular Class of

Houses; others have gone further, stipulating the Class of Houses, and the numbers of them; others again have suffered the Builders to whom they have let their Ground to distribute the Streets, and cover the Ground as they have thought proper: But upon the Mary-le-bone Park Estate, it being, as it were, a public concern, in which the Inhabitants of the Metropolis will all take an interest, and from its extent affording an opportunity of displaying Architectural Talent, we are of opinion that the Crown should be more tenacious, and make a point that the design of Building should be subject to the approval of its Officers.

The Proprietors of Grounds above alluded to, in order to induce Builders to come forward, have, for the first few years taken only a Peppercorn, and in some instances a Grass Rent; their ultimate Ground Rent has in few instances, if any, commenced immediately; and if the Ground is let out in large Allotments, it is done upon such terms as will enable the Builders to take an improved Ground Rent to be laid upon their Houses in such proportions as may be most suitable to themselves.

6.—In respect to the additions made in the City of Edinburgh forty years ago, and at Bath at a more recent period, we have not been able to learn what steps were resorted to; but we cannot omit mentioning, that the new part of the City of Edinburgh, as to the manner of building, is highly worth imitation.

7.—We have given our attention to the Works done, and those in contemplation, by Lord Southampton and Mr. Portman; we have had interviews with Lord Southampton's Solicitor, and find that his Lordship's Land from opposite St. James's Chapel up to Britannia-lane, Camden Town, is let on a Building Lease for 99 years, from Michaelmas 1809, with a Covenant that the Builder shall erect 500

third-rate Houses, or a lesser number of a superior rate, so as to be of the same value, within 14 years, within which time the full Ground Rent agreed for is to commence; and the Parties are allowed by his Lordship to make Bricks on the Ground.

The quantity of Land in this Building Lease is about 50 Acres. There are no other restrictions with the Builders in respect to covering the Ground, that we know of, than those above-mentioned, except that six different openings of Streets, some of which are to be 60 feet wide, shall be left against the Eastern boundary of the Mary-le-bone Park Estate, to open into the Hampstead Road, between the Southern extremity of the land let to the Builders, and Britannia-lane; which openings are to be finished towards Mary-le-bone Park with Dwarf Walls, and Iron Rails thereon.

We presume it must be equally beneficial for the Crown and Lord Southampton, hereafter to do away these intended barriers.

We have made enquiries into the management of Mr. Portman's Estate, which partly environs the Mary-le-bone Park Estate on the West; we understand he has let all, or the greatest part of it, to a Builder of the name of Porter, without any restriction in the mode of covering it; and a good deal of the Ground is already covered with new Houses. A row of these new Houses has been built to look upon the Mary-le-bone Park Fields, seemingly as if the Builder had anticipated that those Fields would not be Built upon; and on a part of the line of boundary, between Mr. Portman's Ground and the Crown's Estate, a wall has been erected as if to shut the Crown out, from making any communications with the Street already formed thereon.

Mr. Eyre's Estate adjoins Mr. Portman's on the North, and also abuts upon Mary-le-bone Park on the West. It is

believed that he has been disappointed in obtaining a communication with Mr. Portman's Estate, for the Street or Place running in a parallel direction with the Western boundary of Mary-le-bone Park on Mr. Portman's Ground, has been closed up at the North end thereof; and it is understood Mr. Eyre has been actually refused the privilege of using it as a Thoroughfare without paying Rent for it.

The Parish of Mary-le-bone has lately formed a Burial Ground upon a part of Mr. Eyre's Estate, and expected to have been able to use the communication over Mr. Portman's Ground above alluded to; and we apprehend this way being stopped up is partly the cause of the Application of the Vestrymen of that Parish for the privilege of using and improving what they call "an ancient Church Footpath" of considerable width, beginning at the North end of "Pleasant Row, in the New Road, and extending from thence along the Western boundary of Mary-le-bone Park for the length of about 600 yards, as a Carriage Road for the conveyance of Corpses to their new Burial Ground;" And we understand that a Claim of a Right of way through Mary-le-bone Park is asserted on behalf of his Grace the Duke of Portland, and that there is reason to think his Grace might be inclined to relinquish that Right, if some such Way were to be granted as the Vestrymen now apply for. As from present appearances, it seems very doubtful that any advantageous negotiation between the Crown and Mr. Portman can take place in respect of deviation from the boundary Line between the Properties, the Houses on that Part of Mr. Portman's Estate having been built to accommodate them to the outline, we think that a Road within the edge of that part of Mary-le-bone Park will be necessary, and we recommend its being continued entirely round, as highly advantageous to the Estate; it will be the means of

affording direct communications to all the central Streets and Roads, as well as to the adjacent property where openings are already formed, or may hereafter be formed to abut thereon; and it will also prove a delightful Ride for the immediate Inhabitants of the Estate, and to the fashionable Public, vieing in some degree with the Rides at present resorted to in Hyde Park; and if such Road was to be forthwith made in a temporary manner, it would conduce to shew the Estate to such advantage, as to hasten the Improvements being carried into execution: and it may not be an unfair expectation, that the Parish should contribute towards the expense of the formation of that length of the Road of which they are desirous to derive the benefit, and that the Duke of Portland will, in consequence of this Road being made, resign his right over other parts of the Estate.

This being as near a Road from the present Church in High-street, and from the intended Chapel on the South side of the New-road, to the new Burial Ground, as can be obtained; and as the Parish may now, or hereafter, be desirous of having a Plot of Ground allotted to them upon the Mary-le-bone Park Estate for a new Church, we think we have fixed upon a site, in reference to the Plan for Building, where it would be at once ornamental, conveniently situated to the New Road and the new Burial Ground, and at the same time suitably placed in respect to the extent of the Parish itself.

8.—We have replied to this head of inquiry, under the first article of our Report, persuaded that the Northern part of the Estate will be most advantageously disposed of for Villas, having each an allotment of from two to five, ten, or a greater number of Acres; and if this cannot be effected, then we are of opinion, that

9.—PLANTATIONS may be made upon parts thereof, with Trees best suited to the soil, (of which we do not pretend to be adequate judges;) but doubtless these Plantations may be made to be not only ornamental but profitable. Timber Trees would in a few years rise, so as to break off the North Winds materially; and if a person of rank and fortune should become desirous of erecting a handsome residence on the Northern part of the Estate, at the extremity of one of the chief avenues from South to North, he would be glad to have it backed and sheltered by such Plantations, and to have scope sufficient for laying out suitable Pleasure Grounds and Gardens round his House.

10.—We have, in forming our opinion on the matter before us, perused the suggestions of the late Mr. Fordyce, in his correspondence with the Treasury, and have endeavoured to profit by the comprehensive view he took of the subject. The steps that have already been taken by the Proprietors of the surrounding Lands on the East and West, necessarily confine the improvements we may suggest to the immediate Property of the Crown; but by preserving a Road entire upon the outskirts of the Estate, communications over the Lands may hereafter be made at any parts found desirable by the Crown, and the Proprietors thereof, as heretofore alluded to, and we conceive it will no doubt be their mutual interest, eventually, to have such an understanding with each other.

11.—We have also considered the subject of the erection of a Barrack, for which about 27 Acres of Ground is said to be requisite, within the Walls. We have disposed them in our Plan (exactly according to the Outline and Dimensions for them delivered by the Barrack Department,) towards the Western boundary of the Estate, which appears to us upon the whole the best calculated for this purpose,

under the impression that Upper Baker Street will in all probability eventually be opened to the Crown Land; and if so, it is the situation of all others the best, in reference to their contiguity and easy access to the Park; and that the Land in that quarter will not be so readily disposed of for building, as the Land towards the centre of the Estate. But we cannot omit expressing our apprehensions, that if a Military Barrack be erected as proposed, it will have the effect of depreciating the value of the building ground near it; although, for the purpose of direct communications from the proposed Barrack to the Park, we have in our Plan designed the front of it, with its Court Yard, to be towards the East, and opening upon Upper Baker Street, continued: it may, upon the whole, on account of what we have just stated, be more advantageous to the neighbouring building ground to change the aspect, making the outer Boundary Road the line of communication to the Barrack, though it causes a small increase in the distance.

12.—Agreeably to your further directions to us by Mr. Pillar's letter of the 22<sup>d</sup> of February last, we have considered what annual Rent ought to be paid by the Commissioners of Barracks for a lease of 99 years, of the Land shewn upon our Plan to be appropriated for the site of the intended Barrack; if it should be deemed advisable that any should be erected on Mary-le-bone Park, to consist of  $27\frac{1}{2}$  Acres, according to the Plans transmitted to us with Mr. Pillar's Letter of the 1<sup>st</sup> of February, calculating the amount of such Rent, with a view to the probable increasing value of the Ground; and we think that, besides the  $27\frac{1}{2}$  Acres requisite within the Boundary Walls of the Barrack, there should be an allotment for a Belt in front and at the North and South ends, of about 5 Acres more, making in the whole  $32\frac{1}{2}$  Acres, in order to detach the front wall a little from the

Road, and to afford Plantations against the Northern and Southern Boundaries, to secure from the Houses that may front thereon the immediate view over the buildings, which we think the Barrack Commissioners should lay out accordingly; and we are of opinion that £9. per Acre per annum will be a fair rent to require for the Ground for the first three years, and £30. per Acre per annum for the remainder of the term, taking the probable increasing value of the Ground into our view.

13.—We have, agreeably to the further directions of the Board, considered the making immediately a Coach and Horse road, with a raised Footpath by the side of it, quite round the Estate, which we think should altogether comprise a width of 27 feet, out of which the raised Footpath should be 7 feet; and in respect to the sort of Fence to be made on the sides thereof, we imagine, on the outside next the proposed Belt or Plantation, a Ditch and Bank will be sufficient, and on the inner side (where we recommend the Footpath to be) we advise a common Fence of posts and single rail, by which the Meadows will be protected; and we are of opinion such Road, Footpath and Fence, to be continued entirely round the Estate, will cost about £6,000. using the Materials for the Road that may be found upon the Ground, of which we have reason to believe a sufficiency may be procured. Our Estimate of the Cross Road of the same width, with a Footpath in like manner, from West to East, and a post and rail Fence on each side thereof, is £2,200.

The other Cross Road which we are directed to estimate, we have taken upon the line of Upper Harley Street, and we are of opinion such Cross Road to be formed similar to the above-mentioned, with a Fence on each side, will cost £1,900.



14.—In respect to a general estimate of the manner in which the present grass rents, amounting to £5,185. 6s. 6d. may be maintained or increased during the execution of the improvements, we observe, from the abstract of the rents, that the sums derived from the buildings form £1,357. 17s. of the gross sum; but we presume these buildings must, in a very short time after the improvements are begun upon, be cleared away. We therefore propose as the best mode of maintaining, and somewhat increasing the present rents, that a rent of £9. per acre may be laid upon the whole estate, to commence immediately, being only an increase of £2. per acre per annum on the present grass rents, which, with the present rentals on the buildings to be received during the time they may with propriety be kept up, and the value of the materials of the same to be received when it is found necessary to clear them away, will not fail to prove at least an equivalent rental.

15.—We have further to observe, that as we propose the rent of £9. per acre to commence immediately, we think that the ultimate ground rents for buildings cannot be expected to take place with the builders on speculation until the 8th year after the term of the leases shall be respectively agreed upon.

We were desired to include in our report any information we might be able to obtain in respect to the canal, that was suggested some years ago to be carried from that at Paddington to the London Docks; we believe the scheme has been entirely abandoned. We have endeavoured to get a plan of what was then intended, which we have not been able to effect; but we understand it was a scheme that neither the late Surveyor-General, Mr. Heaton, or Mr. White, countenanced, according to a plan and section they then inspected.

We beg leave, in concluding this report, to observe, that we have taken our lines for building over the major part of the ground at right angles, in preference to disposing them in circular or octangular figures, upon a principle of greater general convenience, and much less expense in erecting, finishing and furnishing; and we conceive that from the arrangement of the plan, by which a continuation of all the principal places or streets on the south side of the road is preserved, a cheerful and open aspect will be produced through the whole estate, and that the proposed mode of covering the ground will be found equal, if not preferable, to any other similar superficies in London or its vicinity already built upon; and is not only calculated to meet the views and taste of those who are most likely to reside upon it, but equally desirable for the health, comfort and convenience, of an extensive Metropolis, and productive of a very large increase of revenue to Government. We also flatter ourselves that the importance of these views will be experienced by the incitement they are likely to hold forth to the public in the disposal of the ground; and, that by rendering the plan a popular and general improvement, a benefit will be bestowed upon the Community.

T. LEVERTON.  
T. CHAWNER.

*To the Commissioners of His Majesty's  
Woods, Forests, & Land Revenues,  
4th July, 1811.*

# APPENDIX.

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## No. III.'

*Report of Mr. JOHN NASH, Architect in the department of Woods; with Plans for the Improvement of Mary-le-bone Park.*

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To the Commissioners of His Majesty's Woods, Forests,  
and Land Revenues.

MY LORD, AND GENTLEMEN,

I AM honoured with your commands (as one of the Architects and Surveyors to the Department of Woods and Forests,) to survey the Crown Lands of Mary-le-bone Park; and, after considering the several documents communicated to me, "I am desired to report to you my opinion, first, as to what appears to me the most advantageous and eligible method of letting that property, for what term of years, and how subdivided, so as to produce the greatest present yearly rent, the progressive increase of that rent, and the largest permanent value to the property, as the ultimate result of the improvement which I shall propose; always having in view the beauty of the Metropolis, and the health and convenience of the Public; and I am desired to consider, in the event of recommending the formation of streets and squares, the general fall of the land from North to South, as

facilitating the construction of sewers and drains, the nature of the soil for the purpose of making bricks, and of the means of an ample supply of water from the higher grounds; and having weighed all these circumstances, I am desired to accompany my Report with a detailed Plan, and full explanations of the distribution of the Ground, so as to unite the objects of present and growing Improvement in point of Revenue, with the advantages of forming a handsome, elegant, and commodious addition to the Metropolis of the Empire, such as the peculiarly fortunate exposure of the ground seems naturally to suggest; and which may with propriety be expected on such an appropriation of property belonging to His Majesty. I am further desired to consider the subject as connected with the measure of a new convenient communication by means of a broad street in a direct line from about Charing-Cross to the Southern boundary of the estate in question; and I am desired to suggest such plan or plans as shall seem to me most eligible and most practicable for opening such a communication, together with an Estimate of the Expense of making it in the first instance, and the manner in which such expense might in the whole, or in part, be afterwards made good to the public; and I am also desired to consider the subject on the supposition that forming such a communication may not for the present be found practicable or expedient. I am further desired to procure information, and state the methods which have been pursued with regard to improvements of a like nature by the Dukes of Bedford and Portland, Lord Camden, Lord Southampton, Mr. Portman, and others, on whose adjoining property extensive streets and squares have been recently formed; and in the great additions, made forty years ago, to the city of Edinburgh; and, at a more recent period to the city of Bath. I am also desired particularly to attend to

the improvements already made, and in contemplation, on the adjoining estates of Lord Southampton and Mr. Portman; and to concert measures with them, if I should think a more advantageous plan could be formed by so doing: I am also desired to consider, on the supposition that the Northern part of Mary-le-bone Park may be situated at too great a distance from the present boundary of the town to render it probable that streets and squares, and dwelling-houses, for a considerable length of time, could be established there, whether it might not be an advantageous and probable mode of laying out some of that portion of the estate to divide it into small allotments of from five to ten acres each, and let them for the purpose of forming villas for such individuals as might be disposed to undertake them; to be resumable as opportunities might occur of extending the projected streets, &c. over the whole or part of that portion of the estate; and whether such portions of the estate as might not be suitable for such villas might not be planted with timber, which, till it had grown to maturity, might be so disposed as to shelter the neighbouring streets and buildings from the north and north-east winds; and, lastly, I am desired to give particular attention to the suggestions of the late Mr. Fordyce on this subject, in his correspondence with the Treasury, and Reports to Parliament, and their Appendixes."

In obedience to the preceding commands I have surveyed the estate in question, have ascertained the several levels of the ground, and corrected those of the crown map, which I found very erroneous. I have ascertained the levels of all the different streets between Mary-le-bone Park and the River Thames, for the purpose of drainage, and surveyed the existing sewers; and have also maturely considered the suggestions of the late Mr. Fordyce, contained in the several

documents laid before me. I beg leave, my Lord, and Gentlemen, to submit to your consideration the following Report, accompanied with explanatory plans, designs, estimates and calculations, as the result of my judgment and opinions on the subjects referred to me; in which will be found, digested and connected, all the matters contained in your instructions and in the suggestions of Mr. Fordyce.

Mary-le-bone Park lies on the north-west boundary of the town, abutting south on the New Road from Paddington to Islington, and part of it advances southward of the New Road to the ends of Portland Place, Harley Street, and Portland Road, all which parts of the town have long since been built up to the southern boundary of Mary-le-bone Park,—Lord Southampton's land lying between Mary-le-bone Park and Tottenham-Court-Road, and the land between Mary-le-bone Park and Camden Town form its eastern boundary. Camden Town is already built, as is also a considerable length of the west side of Tottenham-Court-Road, and the remaining length is let for building. Out of the west side of Tottenham-Court-Road and Camden Town, streets are forming in a direction towards the boundary of Mary-le-bone Park, so that in a very few years Mary-le-bone Park will, on the whole of the eastern side, be enclosed by buildings. The western side of Mary-le-bone Park is bounded by Mr. Portman's lands nearest the New Road, and afterwards by those of Mr. Eyre: those lands at present are not built upon, but they are offered for building, and a very considerable part already taken; so that in contemplating Mary-le-bone Park, it will be proper to consider it as enclosed on three sides by buildings. The northern boundary is on land belonging to the Duke of Portland to the westward, and on Lord Southampton's Land to the eastward, and immediately north, by College Land let to

Mr. Earle. The Northern boundary lies open to Hampstead and Highgate; and great as the speculations in building are, the period must be very remote when Mary-le-bone Park shall be enclosed on its Northern side. The houses forming the streets abutting on the Southern boundary of Mary-le-bone Park, such as Baker Street, Nottingham Street, Nottingham Place, High Street, Devonshire Place, Harley Street, and Portland Place, are of the general class of houses occupied by the gentry of the Metropolis. Portland Place is the most magnificent street in London; and in point of breadth, Devonshire Place and Baker Street are next in rank.

Those three streets, therefore, should be the lines of communication with the lands of Mary-le-bone Park, and of their connection with the town. The New Road seems to be at present the boundary of speculation in buildings of any consequence; beyond which, houses of cheap rent have become the object of builders; and the principle of speculation is to take large tracts of ground by the acre, and to crowd as many streets and lanes into it as they can, in order to create so many feet lineal, to underlet for building; and the fruit of the speculation is the sale of the increased ground rents. Those houses are therefore of the meanest sort, are built of the worst and slightest materials, and but for their dependence on each other for support, would, many of them, not stand the term of their leases; and a proprietor of land, who lets his ground for the building of such houses in the expectation of a valuable estate at the termination of the leases (as Lord Grosvenor has fortunately experienced) will find his land encumbered with heaps of ruins, as old expiring leases where the buildings have been of that slight and mean sort, every where show; and even in the case of the better and more substantial houses, such as are seen on Lord Grosve-

nor's property, (if the wise measure of renewing the leases before the original terms expired had not been taken,) his Lordship would have found a very different estate, for the buildings were running fast into decay ; and unless some such step shall be taken by the Duke of Bedford, and the Trustees of the Foundling Hospital Land, they will find at the expiration of the leases that the numerous houses built on their land, so far from having increased the value of their estates, will be encumbrances to themselves, and a disgrace to the Metropolis. Nothing but defence against weather will be the repairs done by tenants within the last twenty years of their term ; and the neglect of repairs accelerates the destruction of buildings ; the materials themselves wear out in a long term, and require not only repairs but renovation. Houses inhabited by the first classes of society last longer, because their luxuries and comforts require that their houses should be kept clean and renovated ; and the changes of fashion occasion so many alterations, that the houses of the first classes may be said to be rebuilt many times during the term of a building lease ; but in meaner buildings, such as are about to surround Mary-le-bone Park, there will not be the ability or inclination to preserve them by such means ; and nothing so much accelerates the natural decay of buildings, as allowing them to be neglected in cleanliness or timely repairs. The houses of the lower order of people are therefore more liable to decay than those inhabited by the higher classes. Mary-le-bone Park and the lands around it form the beginning of the ascent of the high grounds of Hampstead and Highgate, which overlook the town ; and it is to be lamented that houses of such a mean sort as have been built at Somers Town, and are now building on Lord Southampton's ground, should disgrace this Apex of the Metropolis, particularly as there is sufficient space on the



lower grounds for any increase of buildings required for the lower classes; and it is demonstrable that Lord Southampton, Mr. Portman, Mr. Eyre, and the Duke of Portland, are not advancing their best interests in permitting their grounds to be covered with such buildings.

The best built part of that quarter of the town is comprised between Baker Street Westward, and Portland Street Eastward; Mary-le-bone Park very fortunately lies immediately behind those streets, and the Crown has therefore the power of preserving that best built part of the town from the annoyance and disgrace which threaten it on either side, and of establishing a beautiful termination to that elevated and conspicuous boundary of the Metropolis.

The artificial causes of the extension of the town are the speculations of builders, encouraged and promoted by merchants dealing in the materials of building, and attorneys with monied clients facilitating, and indeed putting in motion, the whole system, by disposing of their clients money in premature mortgages, the sale of improved ground rents, and by numerous other devices, by which their clients make an advantageous use of their money, and the attorneys create to themselves a lucrative business from the agreements, assignments, leases, mortgages, bonds and other instruments of law, which become necessary throughout such complicated and intricate transactions. It is not necessary for the present purpose to enumerate the bad consequences and pernicious effects which arise from such an unnatural and forced enlargement of the town, further than to observe, that it is the interest of those concerned in such buildings that they should be of as little cost as possible, preserving an attractive exterior, which Parker's stucco, coloured bricks, and balconies, accomplish; and a fashionable arrangement of rooms on the principal floors, embellished by

the paper hanger, and a few flimsey marble chimney pieces, are the attractions of the interior. These are sufficient allurements to the Public, and ensure the sale of the houses, which is the ultimate object of the builders, and to this finery every thing out of sight is sacrificed, or is no further an object of attention, than that no defects in the constructive and substantial parts shall make their appearance while the houses are on sale ; and it is to be feared, that for want of those essentials, which constitute the strength and permanency of Houses, a very few years will exhibit cracked walls, swagged floors, bulged fronts, crooked roofs, leaky gutters, inadequate drains, and other ills of an originally bad constitution ; and it is quite certain, without a renovation equal to re-building, that all those houses long, very long, before the expiration of the leases, will cease to exist, and the reversi- onary estate the proprietors look for will never be realized, as it is not till the end of the Builder's term that the proprietor of the fee will be entitled to the additional ground-rents laid on by the Builder. It is evidently therefore, not the interest of the Crown that Mary-le-bone Park should be covered with buildings of that description ; and consequently that it is not to the mode of letting out the ground by the acre for builders to seek their profit by sub-dividing it into such streets as will best answer their speculations, however large the amount of the ground rents which builders lay on may appear on paper, and in the course of time perhaps be realized by them, upon the supposition that those ground rents would revert to the Crown. Such is the price of labour and materials, that builders on speculation cannot erect houses capable of enduring a building term of 99 years, or even 61 years, and therefore those ground rents will not be realized by the Crown. So precarious is the value of houses, from the change of fashion only, that those which were not quite

out of fashion last year are abandoned, for those which are something more characterized by the newer fashion of this ; and nothing is more common than to see old houses, covering large spaces of ground, with ample yards and offices, and most substantially built, deserted for houses slightly built on contracted spots, and with small and inconvenient offices, on no other account than that the latter have the polish of newness and fashion, and that the former are clothed in the respectable garb worn 40 years ago. If this is true with regard to houses of infinitely more intrinsic value, what will be the state of request 40 years hence, of the slight and flimsy buildings of which the modern enlargement of the town is composed, may be very easily imagined. It is therefore recommended not to trust to those forced and unnatural means of procuring buildings to be erected in Mary-le-bone Park, but to advert to the advantages and circumstances belonging to the place itself, and to advance and improve those, and to endeavour to create such others as are obviously the motives operating on the wealthy part of the public in the choice of situations for their houses, or which shall hold forth advantages to the industrious and inferior classes.

The parts of the town which the great and opulent prefer are the west side of Arlington Street, the upper end of Piccadilly, Park Lane and Grosvenor Place ; not because those streets are nearer the court or houses of Parliament, for Pall Mall, St. James's Square, and many other streets, are still nearer, and the houses as respectable ; but because those situations look into Hyde Park, the Green Park, and the Queen's Garden ; even the streets in the neighbourhood of the parks participate in that influence, and those immediately behind Park Lane, though many of them are of inconvenient and circuitous access, are preferred to handsome streets, and

better houses further removed from the parks: Grosvenor Square on this account is preferred to Cavendish Square, Berkeley Square, Hanover Square, or St. James's Square; such are the attractions of open space, free air, the scenery of nature, and the means which the parks afford for horse exercise, for walking; and for airing in carriages; and although the houses of Grosvenor Place have a dusty road in front of them, a turnpike to pass through, and the lower rooms looking against a dead wall, with all its attendant nuisances, it is quite sufficient that the upper apartments look into the Queen's Garden. Many of the houses in Park lane have a like dead wall before the lower apartments, and those in the upper part of Piccadilly, (except where iron railing has been substituted) have not only a dead wall to look against, but the noise of the carts, waggons, stage coaches, and other carriages of one of the most crowded outlets of the town; to endure. The same inducements of free air, open space, and scenery of nature, are seen operating on the less elevated classes of society. Sloane Street, when it was first built, had an open field to look into, and the houses were ranged at distances from each other; and though attended with many disadvantages, such as distance from town, the unfinished state of the street, the loneliness of the situation, and many others, yet the houses were not only hired, but many of them purchased as soon as they were built; and as the spaces between the houses were filled up, the situation became more in request, and the houses increased in value, until that immense line of country residences was formed. In the like manner, and from the same inducements, handsome houses are seen built and building on the sides of all the roads near the Metropolis, wherever there is an open field or a garden to look into; but in the course of time those situations are deprived of those allure-

ments, by the fields and gardens over which they look being also built upon, as in Sloane Street and other places: before that happens however, the houses are sold to those who inhabit them, and who on that account are fixed to the spot; and a good neighbourhood becomes the substitute for the loss of open fields and gardens.

The principles on which this report, and the designs accompanying it, are formed, and the objects proposed to be obtained, are, that Mary-le-bone Park shall be made to contribute to the healthfulness, beauty, and advantage, of that quarter of the Metropolis; that the houses and buildings to be erected shall be of that useful description, and permanent construction, and possess such local advantages, as shall be likely to assure a great augmentation of revenue to the Crown at the expiration of the leases; that the attraction of open space, free air, and the scenery of nature, with the means and invitation of exercise on horseback, on foot, and in carriages, shall be preserved or created in Mary-le-bone Park, as allurements and motives for the wealthy part of the public to establish themselves there; and that the advantages which the circumstances of the situation itself present shall be improved and advanced, and that markets, and conveniences essential to the comforts of life, shall be placed in situations, and under such circumstances, as may induce tradesmen to settle there.

It is proposed that the two principal entrances into Mary-le-bone Park shall be Portland Place and Baker Street; that Portland Place shall be continued in the present direction and of the same width, for the length of fifty yards northwards into Mary-le-bone Park; that Baker Street (widened to the same breadth as Portland Place) shall also be continued northward to the same distance, and that the extreme ends of those streets shall be united by a

cross street. The whole area enclosed by these streets (which will contain a space considerably larger than St. James's and the Green Parks put together) is proposed to be laid out and planted as a park, and appropriated to houses of the first magnificence, for which reason there will be no other access to them but Portland Place, Baker Street, and a street opposite Devonshire Place; and to disguise the appearance, and to prevent the impression of having crossed the New Road, it is proposed that the field immediately adjoining the end of Portland Place, together with the like quantity of the field beyond the New Road, shall be converted into a large circus, the intervention of the plantation in the Area, within the railing of which circus, and the continuation of the street all round, will effectually connect Portland Place with Mary-le-bone Park, without producing the least sensation of having crossed the New Road. This circus will enclose an area equal to that of Lincoln's-inn Fields, and be in unison with the magnificent scale of Portland Place.

In the centre of the park, on the summit of the rising ground from which it falls on every side, it is proposed to erect another circus, with the fronts of the houses looking externally over the park which surrounds it; and round the circus so formed to make a circular road, separated only from the Park by a Haha, or sunk fence, such as divides Kensington Gardens from Hyde Park; the circumference of the road will be 3-4ths of a mile. Within the external curve of houses an inner circus is proposed to be formed, of equal magnitude with that proposed at the end of Portland Place. The park may be embellished with a lake of water in the form of a river, equal in magnitude to the Serpentine River in Hyde Park, the shape of which, by the declination of the varying surface of the ground, will assume the form shown in the plan.

At the upper part of the park it is proposed to make a canal or bason of water of the length and breadth of that in St. James's Park, and round the sides of the canal to form three terraces of gravel, the upper terrace being the street, with easy slopes of turf between, and rows of trees regularly planted, forming avenues to the terraces. The canal or bason to be surrounded by a stone balustrade, and fed from the spring on Primrose Hill, through an ornamental fountain erected in the centre of the canal; those promenades, and that style of decoration, will be novelties to the Metropolis, and the houses which surround the terraces will also participate in the scenery of the parks behind them. A square is also proposed to be built on the south side of the park, immediately beyond the New Road, of the size of Russell Square (the largest in London), with a Street at each end, of the same breadth as Portland Place, leading to it. The houses on the north side of this square and street will enjoy the scenery of the park, as will also the two great streets which surround the middle park.

The houses before described, and the park which they enclose, are situated in the middle of Mary-le-bone Park, and occupy 250 acres, leaving 260 acres round them, which it is proposed to appropriate in the following manner: a circular road to be made round the boundary, leaving a breadth of 120 feet next the boundary line for buildings; the road to be 50 feet wide, and the remaining ground in front of the road to be laid out and planted as lawns or parks; the road to be separated from the scenery only by a sunk fence, as before described, affording to the houses that may be built on the ground between the road and the boundary line views over those lawns or parks; and it is presumed, that those who are tempted to build or purchase houses by the sides of the dusty roads at the outlets of the town, for the sake of

looking over fields or gardens, often naked and without trees, with the continual apprehension of those fields and gardens being also covered with buildings, and their prospects destroyed, will prefer to establish themselves by the side of a road faced with such dressed scenery as it is proposed to make round Mary-le-bone Park, and which will be continually improving as the plantations flourish, and of the view of which their houses cannot be deprived. At the westernmost part of the circular road the ground to be planted is so broad as to admit of two crescents of houses, each fronting the most beautiful part of the scenery, each crescent having a sort of park of its own in front, and the water which adorns it full of variety; besides the beauties of such a road and scenery, it will form a ride or drive, three miles in length, (besides the circular road in the interior of the park before described), a circumstance which none of the old parks possess; and when all those attractions and advantages are considered, a reasonable hope may be entertained that the great and opulent will settle here in preference to the present favoured spots in the vicinity of the old parks, particularly if the grand approach from the Houses of Parliament, Courts of Law, and State Offices in Westminster, to Portland Place hereinafter recommended, should ever be accomplished; for then Mary-le-bone Park will be brought as near by distance, and nearer by time, to those places of constant resort, as either Hyde Park or Grosvenor Place; and the grandeur of the access, and the vicinity of the great, will all be additional inducements to the wealthy, who seek for residences where there is country scenery, to establish themselves on the sides of the circular road.

The interior and exterior parks are proposed to be let in parcels of from four to twenty acres, for the purpose of building villas, and so planted that no villa should see any



other, but each should appear to possess the whole of the park; and that the streets of houses which overlook the park should not see the villas, nor one street of houses overlook those of another street.

After having thus transferred to Mary-le-bone Park the allurements which are the obvious causes of the preference given to the favourite spots of residence in the neighbourhood of the parks, and to other favourite situations on the skirts of the town, it remains to consider and take advantage of the local circumstances favourable to improvement presented by the place itself.

The first of these is the intended navigation between the Grand Junction Canal at Paddington, and the River Thames below London Bridge, by the extension of that canal at the back of the town through Islington, to the Thames, below London Bridge, a subscription for which has been entered into, and an application intended to be made to Parliament in the ensuing session. The line of that canal will be across the ground of Mary-le-bone Park, in a north-easterly direction; and it is proposed to take advantage of that canal in the formation and supply of the ornamental water which is to embellish the parks, and to carry a lateral cut, just before it leaves Mary-le-bone, in the direction and nearly as far as the New Road, a few yards to the east of the point where Portland Road enters the New Road, at which place the proposed lateral cut will terminate in a large basin.

The advantages of this cut are obvious: it will bring the produce of the country, and the articles which the sea and Thames supply, at a cheaper rate to the most central situation of that populous neighbourhood, and round which basin it is proposed to establish a market as large as Covent Garden Market; for the supply of vegetables; also a hay and straw market, as large as that at the end of Piccadilly;

a corn market, and corn exchange, as in the city; coal wharfs and coal exchange; a meat and poultry market, and butter and eggs market, on extensive scales; all of which will be supplied by the easy and cheap means of water carriage. On the sides of this branch of the canal will be established wharfs for timber, lime, stone, manure, &c. and on each side a row of houses for those employed in the commerce of the canal. By this cut all the conveniencies of life will be brought home to the doors of those who establish themselves on the lands of Mary-le-bone Park, and the Revenue arising to the Crown, from property so circumstanced, will not only be great but permanent, the sources from which it arises being identified with the comforts and necessities of the public.

Another advantage which the locality of Mary-le-bone Park presents, is the means of making a nearer way to Hampstead and Highgate from every part of the town west of Portland Street, than by Tottenham Court or any other Road, namely, by continuing Portland Street in its present direction through Mary-le-bone Park to its northern extremity, from which a very short street made through Lord Southampton's land would enter the great road at Mother Red-Cap's, where it divides, and branches off to Hampstead and Highgate. The thoroughfare of such a street would be an inducement for people to build on it. The space which would be left between that street and the backs of the houses on the west side of the commercial cut, might be laid out in streets for the habitations of those connected with the markets, or for tradesmen or others who should find it their interest to settle in the neighbourhood of (it is to be hoped) so much opulence and so much commerce.

By inspecting the plan, it will be seen that neither the commercial canal, nor its wharfs, nor the elongation of

Portland Street, as a near way to Hampstead and Highgate, nor the markets, nor the streets between the canal and Portland Street, incommode or interfere with the privacy and rural scenery of the proposed parks or circular roads, the street continued from Portland Road cutting off all communication between them. From the commercial canal several lateral streets are proposed to be formed, to connect with streets that are made, and others that are making, on Lord Southampton's ground, and in Somers Town, which would be so many feeders and outlets for the commerce on the canal. Convenient situations for taverns, inns, alehouses, livery-stables, &c. are provided in different situations on the plan. The public hotels, the fronts of large villas, public buildings, and churches, are placed so as to terminate the vistas of streets, or embellish the squares and circuses, and to enliven the scenery; and it would be particularly appropriate to place in the area of the double circus, on the high ground where Willan's farm-house now stands, a public building to receive the statues and monuments of great and distinguished men, as the dome of such a building would rise above the houses, and form the grandest apex possible to the whole scenery.

Such is the general description of the plan recommended for the improvement of the revenue arising from the lands of Mary-le-bone Park, founded, not on a forced augmentation of the town by the precarious and generally ruinous speculations of adventuring builders, but on principles which may be reasonably expected to operate on the inclinations of the public, and produce an estate, the revenues of which are likely to be permanent.

The way in which builders would lay out the ground according to the method made use of by them, as seen in the numerous existing streets and squares, would be to con-

inside the several streets of Baker Street, Nottingham Street, High Street, Devonshire Place, Upper Hatley Street, Portland Place, New Street, Charlotte Street, Portland Street, and Norton Street, in their present direction northward to the extremity of Mary-le-bone Park, and cross them by a continuation of the new streets forming in Somers Town and Tottenham Court Road, with the usual intervention of squares, crescents, and circuses, alehouses, taverns, and stable-yards; but there would be no other means of carrying such a plan into execution but by the precarious funds, and through the medium of speculating builders; and when the extent of ground to be covered with houses and streets is considered, the probability is, that so vast a scheme, by such means, is impracticable; but admitting its possibility, the improved ground rents would not in the first instance belong to the Crown, but to the builders to whom the Crown must let the ground by the acre, or otherwise, at low rents; and what such an estate would be at the end of the term has been before described.

A plan, No. I, accompanies this survey, showing the streets, plantations, and water; also a view of the parks from the main circular road, and one of the inner park from the circular road round the double circus; and in the Appendix, No. I, is a calculation of the revenue immediate, and in reversion, to be expected from Mary-le-bone Park according to this survey.

It appearing to be the opinion of the board, that the canal from the Paddington Canal to the River Thames, would be objectionable if it passed through the parks, as in the plan just described, a second plan has been formed, No. II. which proposes to convey it on the outside of the centre or principal park, and to admit no water into that park but for the purpose of ornament. To effect this, it was ne-

cessary to omit the canal, with its terraces, at the upper part of the park, and to substitute a square and circus in its place, and to bring the great double circus in the centre of the park nearer the New Road, which occasions the omission also of the street and square between the double circus and the New Road; and the commercial cut to be made from the canal, for the purpose of supplying the markets, is carried on the outside of the circular road instead of the inside. The advantages of that change will be, that the commercial cut can connect with the boundaries of Mary-le-bone Park, and the streets forming and to be formed, on the adjoining lands, without interfering with the circular road, and it will be seen that the circular road in the last plan will enjoy more extent of park scenery than in the former. It will, however, be more expensive to carry the canal through the park, as in the last plan, than it would have been as in the former, and the canal and terraces at the upper end of the park, would have been a grand and novel feature in the Metropolis; and many persons would consider the circumstance of boats and barges passing along the canal, as enlivening the scenery, provided the bargemen or people from the boats were prevented landing on the parks, and which might be done by fencing out the towing path on one side, and by stakes in the water on the other.

But, to realize the effects described, it will be necessary to form the roads and plant the parks; they would then immediately become rides and drives to those of the public to whom it should be thought proper to give keys; the effect of the whole would be immediately seen, and its allurements and inducements set in motion, and which would increase as the plantations grew, and the scenery improved, insomuch, that if they could be even shut up for a time, the situations for buildings would so much advance in value by the im-

provements of the scenery, that a greater revenue would be produced than if the whole of the ground intended for building could be let in the first instance.

And, if the spots on which the houses forming the streets are proposed ultimately to stand were also planted with such trees as would be saleable at every period of their growth, these trees would when sold produce a greater sum than could have been produced from the ground let in any other way ; nor would it be necessary (if such trees were planted) that when a street of houses should be begun, the whole line should be completed ; a single house might be built in any street without injury to the general effect, by taking down only such trees as would be necessary to make room for that particular house, and by those means, however slow the progress of forming the streets might be, the scenery would not only at all times be complete, but improving in beauty ; and until the ground forming the parks should be let for building villas, the fences would form enclosures to the different spots, which might in the interim be left for grazing, for nurseries, and such other temporary purposes. Nor is it meant that the money so laid out in forming the roads and fences should be sunk, or ultimately sacrificed, but that every individual who may take the ground, shall pay for so much of the road and fence opposite to him as the front of his house occupies, according to the original cost of it to the Crown ; and the proprietors of the proposed canal will purchase and pay for so much of the ground as they use, which will produce an immediate fund for making those roads and fences ; and a further sum by way of fine may be raised from the barrack board for the ground required by them. The ornamental piece of water, which is also recommended to be made in the first instance, would be defrayed by the value of the brick earth which the forming of it would

produce. It is also recommended, that such trees which are permanently to remain in the parks, should be planted for the purpose of concealment of the houses from each other, which will produce the effect of landscape shown in the perspective drawings which accompany this report, and the expense of which would also be refunded by those who should take the ground of the park for the purpose of building villas.

If those roads, water, and planting could be accomplished in the present year and the spring of the next (and they might easily be accomplished) there is every reason to expect that before the expiration of the following year all the parks would be taken for building of the villas; and if the canal and commercial cut were formed, the wharfs and sites for the markets would immediately let. The plan of the road and plantations here recommended is marked No. III. and an estimate of making and gravelling the roads, and planting and forming the parks, will be seen No. II. in the appendix.

Pursuant to the directions I have received to make provision on the land of Mary-le-bone Park for the reception of a barrack, according to a plan transmitted by the barrack board for that purpose, such a barrack makes part of the plan proposed, and is placed where it will not interfere with the principles on which the general arrangements for laying out the ground is formed; it is placed where it cannot be a nuisance to the neighbourhood; the front of it is turned towards the open country of Hampstead and Highgate, and its back against the backs of other houses; so that those within the walls of the barrack will not overlook, or be seen from any houses in the neighbourhood, and at the same time will enjoy the most open and healthful situation possible; and if it should be thought necessary also to establish an ordnance barrack, it may be put next to the horse bar-

rack; and the intended canal from Paddington to the Thames, below London Bridge, being close to the side of those barracks, would make that situation more desirable for such a purpose than any other in Mary-le-bone Park, on account of the cheapness and facility of supplying corn, hay and straw, and carrying away the manure, and on account of its communication by water carriage with the Tower and Woolwich.

The New Street direct from Charing Cross to Mary-le-bone Park, proposed in your instructions to me, would be of such advantage to the Crown lands of Mary-le-bone Park, by the additional value it would give to that property, as alone to justify the Crown in carrying it into execution; and of such advantage to the nobility and gentry occupying the principal houses in the west and north-west quarters of the town, in their communication with the Houses of Parliament, the Courts of Law, the Treasury, the Admiralty, and other public offices in the lower parts of Westminster, that I have considered it under three distinct heads: its utility to the public; beauty to the metropolis; and the practicability of the measure; and have drawn a plan showing the course of the street proposed, and its connection with the adjoining streets.

In stating the utility of such a new communication, it will be necessary to describe the defects of the present; those who live in the west and north-west quarters of the town meet in Cockspur Street, in their way to and from Westminster, and that street is too narrow, for such a concourse of people, and so irregular in its breadth, that horses and carriages admitted into the wider parts are frequently jammed together and impeded in the narrower; the entrance into Pall Mall from Cockspur Street is peculiarly narrow and inconvenient; there is no good entrance into St. James's



Square, except from Pall Mall, and the inhabitants of those magnificent houses must go back to Pall Mall, and up St. James's Street, in their communication with the other well-built parts of the town, or go through the narrow and mean streets of Bury Street, Duke Street, and Jermyn Street: the only communication which is direct, or in any degree convenient, between the principal houses, streets, and squares in Piccadilly, and south of Piccadilly, and those between Piccadilly and Oxford Road, is Bond Street; from this street the inhabitants of Berkeley Square, Grosvenor Square, and the several handsome streets in that neighbourhood, diverge westward, and those in Hanover Square and Conduit street eastward. Bond Street is also the most convenient, and therefore the street almost exclusively used as the access to the numerous spacious and elegant squares and streets north of Oxford Road: thus the common intercourse of the nobility and gentry residing in the west and north-west quarters of the metropolis is through Bond Street (and for that reason the shops appropriated to fashion have established themselves in Bond Street and its vicinity), insomuch that the throng of carriages, horses, and foot passengers which assemble daily in that street, choke up the passage, to the inconvenience of all, and to the interruption and detention of those who have occasion to pass through it in their way to St. James's Palace, or to the Houses of Parliament, Courts of Law, &c.

Such are the inconveniencies and defects of the present communications; and these, great as they are, will be greatly increased when that part of the Crown Land in Mary-le-bone Park, I have proposed, shall be covered with Buildings, and the numerous streets now forming in Paddington, and the vicinity of that part of the New Road, shall be completed; it would therefore be desirable, and of

the greatest utility to the public, and in a few years will become indispensable, that a broader and more direct communication should be made between Charing Cross, and the west and north-west quarters of the metropolis.

It was suggested by the late surveyor-general of the Crown Lands, "that a street from Charing Cross to the end of Coventry Street, through part of the houses south and West of the mews," or, "from Charing Cross and the mews, should be made directly to the lower part of the Hay Market, and by that street to Piccadilly, and then by Piccadilly, in the best direction to Oxford Street."

But it is believed that neither of those streets would in the smallest degree remedy the inconveniencies before described (except as to the widening of Cockspur Street); the same narrow entrance into Pall Mall would remain; those who occupy St. James's Square, St. James's Street, Arlington Street, and the west end of Piccadilly, would still go through that narrow pass; and any street which could be made into Oxford Street from the top of the Hay Market, would leave Air Street, Swallow Street, Warwick Street, King Street, and all the alleys, ale-houses, and lanes between such new street, and the principal streets and squares in the west end of the town, through which the inhabitants of those streets and squares must pass if they make any use of the new street; and if the street from Charing Cross through Cockspur Street, and the Hay Market, and from thence to Oxford Street, has those objections, the other streets suggested by the late surveyor-general, namely, from Charing Cross through the mews to Coventry Street, and from thence to Oxford Street, would be still more objectionable, as by its being situated further eastward there would intervene a larger district of those mean houses, and a greater number of such narrow and dirty streets, lanes, and passages, to pass through.

It may be stated, that lateral communications from the streets suggested by the late surveyor-general might be made into the principal streets of the west end of the Town, and so avoid passing through the objectionable streets and lanes; no doubt such lateral communications with the principal streets would lessen the objections, but not remove them, for such lateral streets must pass through those districts of inferior habitations, the occupiers of which, with the carts, horses, &c. used in their trades, and the necessary communication between them and the like class of inhabitants on the west side of the new suggested streets, would fully occupy those lateral streets, and make them less desirable communications with the principal streets; besides, that such lateral streets would only be partial accommodations to particular parts of the Town, and not one of them a street of general communication.

In considering the arrangement of the streets and squares of the west and north-west quarters of the Town, it will be seen, that northwards of Oxford Street, the principal streets and squares are situated West of Portland Place; and that between Oxford Street and Piccadilly, the line of separation between the habitations of the first classes of society, and those of the inferior classes, is Swallow-street; and that if St. Alban's-street could be continued northward into Piccadilly, such a street would make the like separation of the houses of the different classes of society lying between Piccadilly and Pall Mall, excepting only those on the west side of St. James's Market.

The street, therefore, which is here recommended, begins at Charing Cross, and terminates in Portland Place; and Portland Place being the widest street in London, is taken as a model for the breadth of such new street. Pall Mall must be always one of the inlets to the west end of the

town, on account of Carlton House, and other magnificent houses which it contains, and the palace and Cleveland Row at the extremity of it ; and the club houses in St. James's Street, and the superb residences on the east side of the Green Park. It is proposed, therefore, that Pall Mall shall be continued eastward, of the full width of its broadest part, until it intersects the Hay Market on one side, and Cockspur Street on the other, at which place the street will be then of that ample breadth it should be, for the passage of the concourse of people coming from every part of the metropolis, all of whom must meet at that place in their way to and from the public offices, courts of law, and Houses of Parliament.

From Carlton House it is proposed to carry the new street at right angles with Pall Mall into Piccadilly, the west side of St. Alban's Street forming one side of it, out of which Charles Street will run as it now does, into St. James's Square ; and it is proposed to continue Charles Street eastward until it intersects the Hay Market. By this arrangement the Opera House will be insulated, and stand in the middle of a large area formed by Pall Mall on the south, Charles Street (continued) on the north, St. Alban's Street on the west, and the Hay Market on the east side. King Street, leading to St. James's Square is now on the same line, and the same breadth as Charles Street on the opposite side of the square ; and if King Street be continued and opened into St. James Street, King Street and Charles Street will form a vista and handsome communication between St. James Street and the Hay Market, parallel with Pall Mall, and improve the outlet from St. James's Square ; and if it should be thought advisable to take down one side of Jermyn Street, and widen it, another good communication would be formed from the proposed new street

into St. James's Street, Arlington Street, and the upper part of Piccadilly.

It will be seen by the plan that there would be no opening on the east side of the new street all the way from the opera house to Piccadilly, and that the footpath consequently would be interrupted by crossings ; and the inferior houses, and the traffic of the Hay Market, would be cut off from any communication with the new street.

The point where the proposed street would enter Piccadilly is half way between Air Street and the end of Titchborne Street, from which point it is proposed that the new street shall be continued in a straight line into Oxford Street, entering Oxford Street at the point where King Street and Swallow Street unite ; this line of the street will stand in an oblique position to that of Piccadilly to Pall Mall ; and to disguise the deviation from a straight line, it is proposed to form a small circus where the oblique lines meet in Piccadilly, and to place a column, or other public monument, in the centre ; at the same time that the obliquity of the lines of street is concealed, the situation will be most eligible for a public monument, as it will interrupt the view, and arrest the attention of all who pass along those streets of general intercourse ; it will also contribute to the beauty of that part of the new communication from Carlton House ; it will be a central object terminating that vista, at the same time that Carlton House will terminate the same vista from the opposite end.

Between Piccadilly and Oxford Street it will be necessary to form a small square, in order to avoid Golden Square, the area of which small square will afford a site for a theatre, or any other public building, to which its central situation will be peculiarly applicable, and round which building the street is proposed to continue of its full breadth ;

this break in the straight line will make the remaining street less oblique, and avoid the necessity of purchasing any of the houses which form Golden Square.

From the west side of this length of new street will diverge New Burlington Street, leading to the respectable houses in Saville Row, Old Burlington and Clifford Streets; next, Conduit Street, leading through Bruton Street into Berkeley Square; then, Hanover Street, and Princes Street, leading into Hanover Square; and it is proposed that none of the smaller streets on the west side shall open into the new street, except Vigo Lane, all the rest having access to them from that part of Swallow Street which remains, and through Swallow Street into Piccadilly. On the east side, the only streets which will necessarily enter this street will be Brewer Street, as a continuation of Vigo Lane, Silver Street, Marlborough Street, and Argyle Street; thus, in the whole extent from Piccadilly to Oxford Street, there will be but four crossings on either side of the street, and carts and drays can carry on their traffic by means of the back streets without interfering with the principal street. It will also be seen, by the plan, that the whole communication from Charing Cross to Oxford Street will be a boundary and complete separation between the streets and squares occupied by the nobility and gentry, and the narrow streets and meaner houses occupied by mechanics and the trading part of the community.

A street so formed, of such ample breadth, and so circumstanced, being the nearest and most commodious approach from every part of the best inhabited quarters of the west and north-west ends of the town to Charing Cross, will be used by every one who has any thing to do with Westminster Hall, the Houses of Parliament, Treasury, Admiralty, or any other of the public offices in their vic-

nity; and shops appropriated to articles of taste and fashion will, when this new street shall become the great thoroughfare, range themselves along it, and the stream of fashion be diverted to a new street, where the foot-path will be fifteen feet wide, instead of seven feet, and the carriage-way double the width of that in Bond Street, and where there will be room for all the fashionable shops to be assembled in one street; and if the foot-pavements were to be covered by a light colonnade, surmounted by a balustrade, those who have daily intercourse with the public establishments in Westminster, may go two-thirds of the way on foot, under cover, and those who have nothing to do but walk about and amuse themselves, may do so every day in the week, instead of being frequently confined many days together to their houses by rain; and such a covered colonnade would be of peculiar convenience to those who require daily exercise. The balustrades over the colonnades will form balconies to the lodging-rooms over the shops, from which the occupiers of the lodgings can see and converse with those passing in the carriages underneath, and which will add to the gaiety of the scene, and induce single men, and others, who only visit town occasionally, to give a preference to such lodgings.

Those who may fear that the shops under colonnades would be dark and gloomy, are requested to consider the great width (120 feet) of the street, and that the mezzanines between the shops and lodging-rooms, necessary for the sleeping apartments of the proprietors of the shops, will make the colonnades very lofty; and that if small areas are made in the flats over the colonnade, immediately above the shop-windows, and the projecting part of the windows roofed with glass, the articles in those windows having a light immediately over them, such shops will be better lighted, and have a more brilliant effect, than by light received in the

ordinary way; and those who may suppose that the pillars to support the colonnade may become nuisances, are requested to consider that they are not proposed to be square pillars, or piers, but round columns, the receding form of which will preclude any shelter to those who may be disposed to commit nuisances against them; and that they will be so far apart, and so small in diameter, that they will be no impediment to the return of any one pressed from the foot-pavement to the carriage-way, and that even such accidents from a pavement 15 feet wide are scarcely ever liable to happen.

The proposed street is described as entering Oxford Street, at the point of junction of Swallow Street with King Street; and if Portland Place were elongated until it should intersect Oxford Street, it would be exactly opposite that point of junction. Foley House is immediately to be pulled down, and Portland Place continued through Foley House Gardens, to their southern extremity; and this survey proposes to extend that continuation until it shall enter Oxford Street.

The magnificent squares and streets north of Oxford Street are so numerous and extensive that they form the largest portion of the fashionable part of the town; but for want of direct and suitable approaches it has been always considered as a distant quarter. It is not yet forgot that Oxford Street was once one of the turnpike roads forming the boundary of the town; and the buildings even now retain something of the appearance of houses seen by the sides of roads immediately round the metropolis. Crossing Oxford Street has always been a fashionable objection to the residences north of Oxford Street; to do away that impression, it is proposed, that where the continuation of Portland Place with Oxford Street unites with the new street intended from Oxford



Street to Piccadilly, namely, at the end of Swallow Street, a circus should be formed, Oxford Street crossing it from east to west, and the new street from south to north; in the centre of which circus, if a public monument were placed, as before described, for the crossing of Piccadilly, and the same colonnade and shops be continued round such circus, as recommended for the sides of the new street, the sensation of having passed Oxford Street will be entirely done away, and the two divisions of the town insensibly united in the best manner possible.

There is no direct way from the end of Bond Street to the principal streets north of Oxford Road, which strengthens the impression of those two divisions of the town being distinct and separate; but Portland Place will form one continued street from Charing Cross, intersecting many of the principal streets north of Oxford Street at right angles, and afford the nearest and best communication from Charing Cross and the lower parts of Westminster to every part of that magnificent and extensive neighbourhood; and if the utility of such a street to that part of the parish of Mary-le-bone would be so great, the advantage of it to the Crown lands of Mary-le-bone park would be incalculable; no part of the unbuilt ground surrounding the town would have so good or so direct an approach; and in the future enlargement of the town, the north-west part of Mary-le-bone must have a preference to every other situation. By the straight direction of this street Mary-le-bone Park is brought nearer the Houses of Parliament, Courts of Law, the Treasury, Admiralty, &c. than many other parts of the town; in the highest request of fashion; it is within 170 yards as near as the nearest part of Grosvenor Place, and half a mile nearer than the lower end of that street; it is within 80 yards as near as the west side of Grosvenor Square, and 70 yards

nearer than the nearest end of Upper Brook Street, and 300 yards nearer than the upper end of Upper Grosvenor Street; it is within 90 yards as near as Stanhope Street; it is more than one-third of a mile nearer than Portman Square or Manchester Square; it is three quarters of a mile nearer than the upper end of Park Lane, Cumberland Place, &c.; and, incredible as it may appear, it will be only 50 yards further to Mary-le-bone Park, at the extreme end of Portland Place, than it is by the present circuitous route to the entrance of Cavendish Square, and 50 yards nearer than it is to the north side of that square. Such are the advantages of a direct street; and if, as the late Surveyor General observes, "distance is best measured by time," Mary-le-bone Park, being without the impediments and interruptions of turning corners, and crossing streets, will be nearer to the Houses of Parliament, Courts of Law, and Public Offices, than four parts out of five of the principal residences in the west and north-west ends of the town.

Such are the advantages, and such will be the utility, of the street proposed. The beauty of the town, it is presumed, would be advanced by a street of such magnificent dimensions; by the colonnades and balustrades which will adorn its sides; by the insulating the public building of the Opera; by the effect of the monuments in the centre of the crossing streets; by the vista between Carlton House and Piccadilly, terminated by a public monument at one end, and by the palace of Carlton House at the other; every length of street would be terminated by a façade of beautiful architecture; and to add to the beauty of the approach from Westminster to Charing Cross, a square or crescent, open to, and looking down Parliament Street, might be built round the equestrian statue at Charing Cross, which, at the

same time that it would open and enlarge that space, from whence, as before observed, the greatest part of the population of the metropolis meet and diverge, it would afford a magnificent and beautiful termination of the street from Westminster. The lofty situation of Charing Cross and gradual ascent to it, are peculiarly calculated to produce a grand and striking effect. Such a building might be appropriated to additional offices for the government, which it is understood are much wanted; or the Royal Society, Royal Academy, and Antiquarian Society, might be placed there; and the apartments in Somerset House, now occupied by those societies, be appropriated to such public offices as the rest of the buildings of Somerset Place are.

In forming this street, the practicability of carrying it into execution has been continually kept in view; and presuming as a principle, that the Crown, from its relation with the public, is more interested in the general welfare, and its interests more identified with those of the community, than those of any individual, a better bargain would be made for the purchase of Crown property for the public use, than could be for the property of individuals, who would act upon the principle of self-interest in any bargain they would have to make. For this reason, in forming the street proposed, the necessity of purchasing the property of individuals has been as much as possible avoided; and it will be seen that from Charing Cross to Piccadilly, and from Piccadilly to Vigo Lane, the whole of the property, through which the street is to pass, belongs to the Crown, and that of the rest of the street to Oxford Street, nearly one-third is also the property of the Crown, so that out of 1,700 yards (the length of the new street from Charing Cross to Oxford Street), 1,280 yards go through property belonging to the Crown, and 420 yards only through the property of indivi-

duals ; and which property to be purchased of individuals consists of houses of the meanest description, being those at the upper end of Swallow Street, separating Swallow Street from King Street, between King Street and Swallow Street, from Vigo Lane to Foubert's Passage. Of the streets suggested by the late Surveyor General, that through the Mews to Coventry Street, and from Coventry Street to Oxford Street, would have gone through the property of individuals the whole way from the back of the Mews ; and the other, which was to have gone through Cockspur Street and the Hay Market, would have gone all the way from the top of the Hay Market to Oxford Street, through the property of individuals. In the former street three times, and in the latter, twice as much as in the street proposed by the present survey, must have been purchased of individuals, and the property itself is of much greater value. That part of the street north of Oxford Street, and which is proposed to enter Portland Place, or, in other words, Portland Place continued southward into Oxford Street, will pass through the yards and gardens belonging to the houses on the east side of Cavendish Square ; and it would certainly be most desirable to take down the houses, and lay the whole of the ground which they stand upon into the square, and rebuild the houses on the east side of the new street, making that part of the street the east side of Cavendish Square, and the plan of the new street is so drawn ; but as the value of the property to be purchased and sacrificed to accomplish such an object might be considered as too great, another plan is annexed to that part of the survey, showing the street carried through the yards and gardens without taking down the houses themselves ; and as the purchase of the property to accomplish even the latter object might be attended with difficulties, still another plan is annexed, showing how the

junction may be made with Portland Place, by widening Bolsover Street and Edward Street, to the width of the street.

An estimate of the houses to be purchased to make the street, and the revenue to be derived from letting the ground on each side for building, will be seen in No. 3, in the Appendix.

It now remains to consider the means of draining so large a district of houses, as Mary-le-bone Park when built upon, will contain.

There are only two sewers by which the lands of Mary-le-bone Park can be drained; the one is the King's Scholars Pond Sewer, coming from the high grounds at Hampstead, entering Mary-le-bone Park by its northern boundary near the west end, and passing through it in a direction from north to south, crossing the New Road from Paddington to Islington at Alsop's Buildings; crossing Oxford Street, at the north end of South Molton Street; crossing Piccadilly in the lowest part, and passing down the Green Park, below the Basin; going through Buckingham Gate to Charlotte Street, Pimlico; from whence it is an open sewer through the low lands on the west side of Tothill Fields; discharging itself into the Thames at Milbank, a little above the new bridge building from Vauxhall. This sewer is the natural drainage of the land, the whole of the surface of Mary-le-bone Park declining to that side.

The other sewer, which might contribute to the drainage of Mary-le-bone Park, commences on the south side of the New Road, passing down Cleveland Street, Berner's Street, Wardour Street, Coventry Street, Panton Street, the Hay Market, Cockspur Street, Charing Cross, and Northumberland Street, to the Thames; and though this sewer does not advance northwards beyond the New Road,

nor does any of the surface-water of Mary-le-bone Park pass off that way, yet its proximity to the south-east corner of the park, where the ground is low, would make it a convenient drain for the east side of it.

It is presumed the former drain may be made use of as a matter of right, but that the other cannot, without the consent of the commissioners of sewers; but should the commissioners of sewers adopt Mr. Rennie's plan of making a new drain along Baker Street, Davies Street, Berkeley Square, Berkeley Street, Piccadilly, Jermyn Street, St. James's Square, Charles Street, the Hay Market, Cockspur Street, Charing Cross, and Northumberland Street, to the Thames, it may be made of sufficient capacity to take the additional drainage of any number of buildings that may be erected on Mary-le-bone Park without the assistance of any other sewer, and would enter Mary-le-bone Park at the exact place best calculated to drain it; but if any part of the old King's scholars' pond sewer is to be used, or if any sewer is made through the flat grounds in the neighbourhood of Tothill Fields, or Chelsea, the necessity of closing the gates of the sewer where it enters the Thames, to keep out the tides from flooding the land, during the time they rise above their level, would pen back the water in the sewer, so as to overflow the low lands, and to produce the like mischief the tides would do were there no gates. This must frequently be the case, even with its present drainage, unless relieved by the smaller drains from the houses admitting the water to spread itself in them, which is a still greater mischief.

King's scholars' pond sewer has always had the same extent of natural surface to drain which it now has; but unbuilt ground absorbs and detains the water, and the present incapacity of the sewer arises from the great number of

paved streets conveying the whole of the rain-water immediately into the channel without (scarcely) any absorption, with the additional water laid on by artificial means from rivers and wells for the use of the houses. The paved streets and built surface which that sewer has now to drain between Piccadilly and the New Road, contain nearly 600 acres, to which, when Mary-le-bone Park shall be covered with streets and buildings, must be added 540 acres; besides the immense number of houses and streets building and laid out for building on Lord Southampton's, Mr. Portman's, Mr. Eyre's, and the Duke of Portland's lands round Mary-le-bone Park; besides all which, in a very few years, the Vauxhall bridge being completed, it may be expected that the flat land, through which the road will go from the bridge in the neighbourhood of the open part of the sewer, will be formed into streets, and covered with houses, the drainage of all which will have at least a right to be carried through that sewer. It is therefore utterly impossible that the open sewer from Charlotte Street, Pimlico, to the Thames, can ever be made to convey into the Thames such a drainage as it will, in a very few years, have to perform.

It has been suggested that a basin might be made in the low grounds to receive all the water during the time that the tide is above the level of the lands, and the mouth of the sewer next the Thames closed; but the great quantity of land required for such a purpose, and that land becoming daily more valuable from the prospect of its being required for buildings when the Vauxhall bridge shall be completed, and the expence of forming such a basin, and the nuisance to the neighbourhood from such an immense extent of stagnant water, charged with filth, the difficulty, labour, and expense of cleansing out, from time to time, such an immense

basin, make such a scheme all but impracticable; and if the drainage must be performed through those flat grounds, it would be better to continue a navigable cut or inlet from the Thames in the line of the common sewer, as far back as to Charlotte Street, Pimlico, where the covered drain ends, and embank the sides above the level of the high spring tides; the advantage of such a cut would be, that the banks of it would become valuable for wharfs and buildings all the way, that it would be cleaned out every tide, and be of great advantage to the neighbourhood round it; and if it were not that the intervention of the Green Park and Queen's Gardens offer insurmountable difficulties and render such a scheme hopeless, it would be of great public utility if such a navigable cut were continued by the course of the present sewer all the way from the Thames to Piccadilly; it might join the canal in St. James's Park, and by that branch make a most ornamental piece of water to both the parks; but if such a navigable cut were made, only as far back as the end of the present covered sewer, namely, to Charlotte Street, Pimlico, the Thames would be brought even nearer than it would be at the end of Northumberland Street; and the only objection that I am aware can be stated to such an open cut is, that the high water at high spring tides is above the level of the lower floors of the houses in the neighbourhood of Buckingham Gate and Pimlico, and would be liable to overflow them. This is true; but there is no doubt that valves on the entrance of the drains from those houses into the sewer would be shut by the rising tide, and the water prevented entering those drains, and that security might be augmented by additional valves so placed, that if the former were neglected, or out of order, the second would become the barriers, and the number of those smaller drains which enter into the sewer might be lessened by receiving them into



one or more common drains, and those only enter the sewer on which the valves might be put, and therefore fewer required. But supposing the defects of the level course or open drain were so removed, still the covered drain from the New Road to Charlotte Street, Pimlico, is incapable of performing its present drainage, and is in so ruinous a state that a new sewer must be made, or such an expence incurred in repairing and improving the old one, as would, in all probability, exceed the expence of a new sewer, and the old sewer so improved and repaired would retain many of its present inconveniencies; it would still pass under the houses, to the annoyance of the inhabitants, and the difficulty and expence of future repairs, and the irregularity of its currents would still remain; nor, without a very considerable enlargement, would it even then be equal to the additional drainage which, in a few years, it will have to perform.

I therefore consider, that if an adequate new drain is not made to empty itself into the Thames in the neighbourhood of Charing Cross, as Mr. Rennie proposes, or a new sewer made to the present open drain at Pimlico, (for the old sewer cannot be made adequate) and there be received into a cut from the river, or into the enormous basin proposed to be made on the flat ground, to hold the upper drainage whilst the flood-gates next the Thames are shut (which I think all but impracticable), it will be absolutely necessary to provide a new drain, even for the drainage of Mary-le-bone Park and its immediate neighbourhood above Oxford Street; and in that case the projected new street from Mary-le-bone Park to Charing Cross offers the shortest and most direct drainage that can be had, and to the best point of discharge into the Thames, namely, at the end of Northumberland Street, having all the advantages of Mr. Rennie's plan, and at the same time opening a source of

permanent revenue, or immediate gain to the Crown, or to any new establishment of sewers which the Crown shall choose to form. Mr. Rennie's sewer from the top of Baker Street to the Thames in Northumberland Street, he states to be 4,338 yards; that proposed by the new street from the New Road to the same point at the Thames is 2,930, and supposing both sewers made by tunnelling (which they may be) the former would cost £70,000, and the latter only £54,000.

If Mr. Rennie's sewer is made, it will become necessary to alter all the drains going into the old sewer, and carry them into the new sewer, or to build cross-walls in the old sewer at different places, and appropriate the old sewer as so many receptacles for the small drains, and convey the contents by cross cuts into his new sewer; and as this latter method would be least expensive and most practicable, it would in all probability be adopted; and perhaps the first of those cross cuts would be in the New Road, the next in Oxford Street, and the next in Piccadilly. Those cross cuts must therefore be added to the expence of the main sewer, and would amount to at least £13,000, and make the whole expence of Mr. Rennie's sewer £83,000.

If the new sewer along the proposed new street be made, a cross cut of only 460 yards from the old sewer in Brook Street, through Hanover Square, and along Hanover Street, would connect the old with the new sewer, and cut off and relieve the old sewer from all the drainage above Brook Street, and leave the rest of it no more to perform than if properly repaired and improved it would be equal to. The expence of such a cross cut would be £8,000. Thus the new sewer for draining Mary-le-bone Park being made, the Commissioners of sewers may, at an expence of £8,000, save the whole expence of Mr. Rennie's drain,

amounting to £70,000, and the cross cuts to £13,000 more, and would entitle the Crown to receive a proportionable compensation for the use of its sewer, and which compensation might go in aid of making the new street. The revenue arising from the drainage which the new sewer would have to perform, independently of receiving the drainage of the old sewer above and north of Baker Street, would produce a very ample revenue for the capital expended, supposing Mary-le-bone to be built upon, exclusive of what may be expected from the use which would be made of it by the houses about to be built on the estates on each side, and at the back of Mary-le-bone Park.

The tunnel sewer about to be made through Hyde Park from the Bishop of London's estate at Paddington, to join the present sewer at Knightsbridge, will have to pass through the low lands about Ranelagh and Chelsea, in an open sewer, and therefore it is liable to the same objections as that of the King's scholars pond sewer, passing through a great extent of the like flat ground; and I am of opinion that the open sewer below Knightsbridge will be found inadequate to the additional drainage of the tunnel proposed, without including Mary-le-bone Park; nor will it be situated in any degree convenient for the draining of that estate. King's scholars pond sewer intervenes between Mary-le-bone Park and the Hyde Park tunnel, and any sewer to convey the drainage of Mary-le-bone Park into that tunnel, must enter the King's scholars pond sewer, or pass over it or under it. The suggestion, therefore, that it might become useful to the drainage of Mary-le-bone Park is unfounded; and if it were not too late to make the observation, I should say, that as long as there is any prospect of making Mr. Rennie's sewer from the top of

Baker Street to the Thames, in Northumberland Street, there is no plea whatever for establishing a tunnel through Hyde Park for the purpose of draining the Bishop of London's estate at Paddington; for, the distance from the south-east corner of that estate to Mr. Rennie's sewer, where it would cross Oxford Street, at the bottom of Baker street, is only 400 yards. The tunnel across Hyde Park, which they propose to make, will be 1,450 yards in length, will empty itself into an adequate open sewer, and the same land might be drained by a tunnel 400 yards in length, into an adequate and permanent sewer; such as Mr. Rennie's would be.

Even should Mr. Rennie's sewer be carried into effect, or give place to the sewer proposed to be made for the purpose of draining Mary-le-bone Park, by the line of the new projected street to Charing Cross, a tunnel of 1,400 yards made along Oxford Street would convey the drainage of the Bishop of London's estate into that sewer; and if King's scholars pond sewer above Brook Street should be made to discharge its contents into that sewer, it would only require a tunnel into the Bishop of London's estate into the King's scholars pond sewer, where it crosses Oxford Road, and which is a distance of 870 yards. It is evident, therefore, that in the event of either of the above sewers being made, it will be unwise to drain the Bishop of London's estate at Paddington into the inadequate open drain below Knightsbridge, and consequently there would be no necessity for establishing a common sewer through Hyde Park, which, when made, might, and would in time, become the drainage of a much larger district of buildings. An estimate of the cost of the sewer here proposed, and the revenue to be derived from it, will be found in Appendix, No. 4.

JOHN NASH.

## APPENDIX.

### No. IV.

*Copy of a Report of WILLIAM TREADGOLD, Surveyor to the Commissioners of Sewers for Westminster, &c. on a proposed New Sewer along a projected Street from Mary-le-bone Park to Charing Cross. Prepared by request of Mr. LEVERTON, one of the Architects of the Office of Woods and Forests and Land Revenue of the Crown, to accompany his Report on the Examination of Mr. NASH's Estimate for the projected Street.*

#### *Mr. Nash's Statements.*

(Page 91.) The whole of the surface of Mary-le-bone Park declines to the king's scholars' pond sewer, which implies that the whole surface is drained by the Westminster sewer.

#### *Observations.*

The surface of Mary-le-bone Park in part declines towards king's scholars' pond sewer, and that sewer runs from north to south on the west side of the park.

A part of the surface of the park declines to the east and a part to the north-east: the drainage from these declinations are not discharged

**Mr. Nash's Statements.**

**Observations.**

into the river Thames within the limits of the Westminster commission, but by that of the Finsbury, and the discharge into the river Thames is at Blackfriars' Bridge.

A small part of the park declines to the south-east, the drainage of which will fall into the Hartshorn Lane sewer.

(Page 91.) The Sewer passing down Cleveland Street (which is called Hartshorn Lane sewer) would be convenient for draining the east side of the park.

The Hartshorn Lane sewer is capable of draining only a small portion of the south-east boundary of the Crown estate.

(Page 111.) The paved street and built surface, which the king's scholars' pond sewer has to drain, between Piccadilly and the New Road, contains nearly six hundred acres, to which must be added, when Mary-le-bone Park shall be covered with streets and buildings, 640.

Mr. Rennie correctly states in his report to the Commissioners of Sewers for Westminster and part of Middlesex, dated 27th May 1807, that the surface covered with houses and streets is 1027 acres.

A small portion only of Mary-le-bone Park is proposed by Mr. Nash to be covered with houses and paved streets, and if his plan of the improvements of

*Mr. Nash's Statements.**Observations.*

Mary-le-bone Park should be adopted, then the true proportion of additional drainage would be the number of acres to be covered with buildings and pavements upon that part of the surface which drains into the King's scholars' pond sewer.

Taking full the quantity so covered from Mr. Nash's plan, exclusive of the barracks, the proportion to be added would be 57 acres to 1,027 acres, instead of 540 acres to nearly 600 acres, as stated by him: the proportion would therefore be as  $5\frac{1}{2}$  to 100, instead of Mr. Nash's proportion, which is as 90 to 100.

(Page 92.) His proposed new line of sewer has all the advantages of Mr. Rennie's plan.

If this is intended to apply to Mary-le-bone park only having all the advantages of Mr. Rennie's plan, so far it would be correct (as to perfection of drainage.) The expence and difficulty of its execution will be noticed. It will also be considered, how far its advantages are

*Mr. Nash's Statements.*

(Page 92.) Mr. Rennie's sewer from the top of Baker Street, to the Thames at Northumberland Street, he states to be 4,338 yards: that proposed by the New Street, from the road to the same point at the river Thames, is 2,930 yards; and supposing both sewers made by tunnelling (which they may be) the former would cost £70,000 and the latter only £54,000.

*Observations.*

applicable to that part of the town, in its line situated between Mary-le-bone Park and the river Thames, from which may be drawn what the probable draw-back from the expected revenue to arise by the improvements of Mary-le-bone Park will be for its sewage, if the sewer proposed by Mr. Nash was to be executed.

A rough estimate, amounting to £70,000 (at the time considered to be under rated) was given for that part only of Mr. Rennie's sewer which reached from the river Thames at Northumberland Street, to the south-east corner of Berkeley Square, which is a length of 1,671 yards.

A new sewer, along Mr. Nash's proposed new street, being 2,930 yards in length, will, in proportion, amount to £122,740 17s. 5½d. requiring £68,740 17s. 5½d. to be added to Mr. Nash's estimate of £54,000.



*Mr. Nash's Statements.**Observations.*

But Mr. Rennie's scheme for a new sewer was confined, as near as possible, to the valley; except where the level of ground, and little interruption to thoroughfares, would allow him to deviate in a small degree: and he does not attempt to quit the valley, until his line arrives at the south-east corner of Berkeley-square, whereupon he could pass across the Piccadilly hill in the shortest practicable direction to the river Thames, to prevent the expence of a great length of deep cutting or tunnelling; and his length of deep cutting he states to be 760 yards; whereas Mr. Nash's scheme is to pass along the high ground between the two main sewers, called King's scholars' pond sewer and Hartshorn Lane sewer, requiring deep cutting or tunnelling under high ground, all the way from about St. James's Market to Portland Place, a length of 1666 yards, at an average depth of

*Mr. Nash's Statements.*

*Observations.*

about 33 feet below the surface of the street pavement, and therefore it must become still more expensive.

Nearly all the present collateral sewers having a fall each way from the high ground, along the line of his new street, his new sewer could not receive their waters without their being re-built; an expence which (on account of the immense number of those collateral sewers) would make the cost of the new main sewer, appear trifling, in comparison with the cost of rebuilding the collateral sewers.

(Page 93.) Cross cuts must be made from the old King's scholars' pond sewer with Mr. Rennie's sewer, at an expence of at least £13,000.

Mr. Rennie's sewer would intersect the old King's scholars' pond sewer at Crown Bridge. In Baker Street, at Dorset Street. In Oxford Street, at the north end of Davies Street, it would pass within thirteen yards of the old King's scholars' pond sewer; and Mr. Rennie's sewer would again intersect the old King's scholars' pond

*Mr. Nash's Statements.*

*Observations.*

sewer at the north-east corner of Berkeley Square, and therefore (excepting the thirteen yards in Oxford Street, at the north end of Davies Streets) would not require one shilling additional expence in cross cuts, or for alterations to any of the present drains from houses.

The cross cut in Oxford Street, at the north end of Davies Street, being thirteen yards in length, would cost in proportion £239 11s. 9½d. instead of £13,000, as stated by Mr. Nash.

(Page 92 & 93.) Speaking of the tunnel sewer through Hyde Park for draining the Bishop of London's estate, which is north of Hyde Park and west of Edgeware Road, says, the distance from the north-east corner of that estate to Mr. Rennie's sewer, where it crosses Oxford Street, at the end of Baker\* Street, is only 400 yards.

\* Orchard Street instead of Baker Street.

This implies, that a tunnel of 400 yards in length would have served the Bishop of London's Estate, and saved the expence of the tunnel in Hyde Park, in length 1450 yards.

The whole of the surface of the Bishop of London's estate declines westward to the Bayswater stream.

Were it possible to conduct a sewer for draining the Bishop of London's estate

*Mr. Nash's Statements.*

The tunnel across Hyde Park, which they propose to make, will be 1450 yards in length, will empty itself into an inadequate open sewer, and the same land might be drained by a tunnel 400 yards in length, into an adequate and permanent sewer, such as Mr. Rennie's would be.

*Observations.*

into Mr. Rennie's proposed sewer, where it would enter Oxford Street at the south end of Orchard Street, it must proceed from the lowest part of the Bishop of London's estate instead of the high ground at Tyburn Turnpike, that being the south-east corner of the estate, where Mr. Nash commences. The lowest ground is at Bayswater, a distance of 1711 yards from Mr. Rennie's sewer, instead of a length of 400 yards, as stated by Mr. Nash.

A sewer from the Bishop of London's estate must proceed 330 yards in length still farther, that being the distance from the south end of Orchard Street to the north end of Davies Street, to join the old King's scholars' pond sewer, before that sewer, (according to Mr. Nash's scheme) would communicate by a cut from the King's scholars' pond sewer at Brook Street with his new sewer at the east end of Hannover Street, making the

*Mr. Nash's Statement's.**Observations.*

length of a main sewer to serve the Bishop of London's estate, 2041 yards in length, instead of 400 yards, as stated by Mr. Nash, and which would require almost for the whole length, a similar tunnel to that which is now executed through Hyde Park.

This would be the true calculation for the length, were the scheme practicable; but the low ground on the Bishop of London's estate is below the bottom of the King's scholars' pond sewer at Oxford Street, or any sewer that could be made to cross that street, with a regular fall from the New Road to the river Thames, if anything like a reasonable and convenient depth for a sewer in the new road, to be considered as the level from which a regular fall to the river Thames, should proceed.

Now, as the length of a sewer to drain the low part of the Bishop of London's estate to the King's scholars' pond sewer at the north end

**Mr. Nash's Statements.**

(Page 93.) Even should Mr. Rennie's sewer be carried into effect, or give place to the sewer proposed to be made, for the purpose of draining Mary-le-bone Park, by the line of the new projected street to Charing Cross, a tunnel of 1400 yards made along Oxford Street, would convey the drainage of the Bishop of London's estate in that sewer.

**Observations.**

of Davies Street, would be 2041 yards in length, with no more fall than the tunnel sewer through Hyde Park, (and which is less than could be wished for soil drainage), it would be 24 feet below the bottom of Mr. Rennie's sewer, where it enters Oxford Street, and 26 feet below the bottom of King's scholars' pond sewer, where it crosses Oxford Street at the north end of Davies Street.

A sewer from the Bishop of London's estate, along Oxford Street, all the way to Swallow Street, to join a sewer in Mr. Nash's proposed new street, would be in length, 2,575 yards, instead of being only 1400 yards, as represented by him; and allowing the same proportion of current as before, the bottom of the sewer which he proposes from the Bishop of London's estate would be 30 feet below the bottom of his sewer, at the

*Mr. Nash's Statements.*

(Page 92.) The tunnel about to be made through Hyde Park, from the Bishop of London's estate at Paddington to join the present sewer at Knightsbridge, will have to pass through the low lands about Ranelagh and Chelsea, in an open sewer, and therefore it is liable to the same objections as that of the King's scholars' pond sewer, passing through a great extent of the like flat ground.

*Observations.*

point where he speaks of the Bishop's sewer communicating with his new sewer in Oxford Street, at the end of Swallow Street. Mr. Nash's sewer at this place would be 38 feet below the surface of the street pavement, the Bishop of London's sewer proposed by him, requiring a depth below the surface of the street pavement, at the same place, of not less than 68 feet.

The King's scholars' pond sewer can only obtain its discharge into the river Thames at low water. The Ranelagh sewer (which receives the water from Hyde Park tunnel sewer) will discharge itself at high water into the Thames, the difference between high and low water in the Thames being not less than 18 feet.

When the improvements (in contemplation to the Ranelagh sewer) are made, in straightening and enlarging the water-course, and by re-

*Mr. Nash's Statements.*

(Page 98.) Estimates the revenue for the cost of his new sewer, which he says may be expected to arise from rating the houses at 8d. in the pound (in the same manner and proportion as the Commissioners of Sewers practice) at £19,105 per annum.

*Observations.*

moving the encroachments, which from time to time have been made on its line) it will approach near to perfection, as an open discharge, for all the duties it will have to perform.

Except the two rates at 8d. in the pound, occasioned by extraordinary expences, since the year 1808, for 32 years preceding, the practice of the commissioners was to levy rates at 4d. in the pound on the district of King's scholars' pond sewer, eight of which rates, which are all that occurred in that period of 32 years, are equal to one penny in the pound per annum.

A rate of 8d. in the pound upon the whole of the district drained by King's scholars' pond sewer, which includes 1,027 acres closely covered with buildings, produces £27,343.

A sewer of so great a depth could not prudently receive the drains from the houses



*Mr. Nash's Statements.*

*Observations.*

even on the side of his new street.

Collateral sewers of convenient depth, must be provided for the immediate service of the houses in that street, which collateral sewers would, at proper distances, discharge into the main or deep sewers.

The districts through which Mr. Nash's proposed new street will pass, from the north end of Portland Place to Pall Mall, is already covered with buildings and pavements, which drain into the present collateral sewers, and the new streets will not increase the quantity of drainage.

# APPENDIX,

## No. V,

### *Resolution of the Vestry of the Parish of St. Mary-le-bone.*

*St. Mary-le-bone, 26th March, 1811.*

At a MEETING of the VESTRYMEN of the said Parish,

*The Reverend LUKE HESLOP, D. D. in the Chair.*

**The Most Noble the Marquis of Hertford,**

**The Right Honourable Earl Manvers,**

**The Right Honourable Viscount Wentworth,**

**The Honourable and Right Rev. the Lord Bishop of  
Durham,**

**The Right Rev. the Lord Bishop of Chichester,**

**The Hon. and Right Rev. the Lord Bishop of Exeter,**

**The Right Honourable Admiral Lord Radstock,**

**The Right Honourable Admiral Lord Hotham,**

**The Honourable Bartholomew Bouverie,**

**And Eighty other Vestrymen.**

**Resolved, That the following Address to the Inhabitant  
Householders of this Parish, now read and approved of  
by this Vestry, be printed and dispersed accordingly, viz.**

*\* To the Inhabitant-Householders of the Parish of Saint Mary-le-bone,*

" A variety of reports, admirably well calculated to raise prejudices in the minds of the inhabitants of this parish, against the Bill now before Parliament, for enabling the Vestrymen to build a new church and two or more chapels, having been most industriously circulated, the Vestrymen feel themselves imperiously called upon to contradict the several erroneous and exaggerated statements which have been published on the occasion.

" The Vestrymen beg leave to state,

" That the object of the Bill is to provide that necessary accommodation for this inhabitants of the parish, which the present church (containing two hundred and fifty persons) and chapels are incapable of affording to a population estimated at upwards of seventy thousand persons.

" That it is proposed to build a church and three chapels, capable of containing, collectively, six thousand six hundred persons.

" That it is intended to establish a Lecture in the church, and additional Services in the present, as well as proposed, chapels, on the evening of the Sabbath.

" That it may be fairly calculated, that, by these united measures, from fifteen to twenty thousand persons may avail themselves of the opportunity of attending Divine Service at least once on that day; a duty which, however well disposed they may be of discharging, they are, at present, precluded from doing in their own parish.

" That the amount of the expenditure will be limited by the Bill, so that the existing debt, shall not, at any time, be greater than one hundred and fifty thousand pounds: And that the rate for the payment of the interest and redemption

of the period, within a reasonable debt, shall not, in like manner, exceed sixpence in the pound.

“ That, it is confidently assumed, a rate only of fourpence in the pound will, conjointly with other funds derivable from fees for burials and rents of pews, be sufficient for all the purposes of the Bill.

“ That it is intended to appropriate one-third of the pews or sittings in the church and chapels for the gratuitous accommodation of the lower ranks of the inhabitants of the parish, under certain regulations; and to let the remaining pews or sittings at such prices as will chiefly suit the circumstances of the industrious tradesman or mechanic, rather than of his more opulent neighbour: while the lecture and additional services will be gratuitously open for the accommodation of the inhabitants of the parish, upon certain terms, which, for a variety of reasons, it may be necessary to prescribe.

“ That although the accommodation of the parishioners is a leading feature in the proposed plan, yet it is not the only object of it. The Vestrymen cannot lose sight of that respect and superiority which the established religion of this country pre-eminently requires in a moral as well as in a political point of view; and although the same sum of money expended in the erection of chapels would afford greater accommodation than if it were exclusively appropriated to the building of a church, yet it is presumed, that, by making both a conjoint measure, the advantages of the one will be secured without sacrificing the other.

“ The Vestrymen have, for a long series of years, endeavoured to discharge their duties with the most conscientious attention to the interests of the parish; and they presume to think, that the same principles would have characterised their future conduct. Their reward hitherto has been the confidence of the parishioners, and the increased

prosperity of the parish. They are, however, now called upon, for the first time, to answer a charge of a premeditated wanton expenditure of the parochial funds. It is to allay that irritation which such an accusation is likely to produce, rather than to justify themselves, that the Vestry have noticed this subject, emanating, it should seem, from persons desirous of raising an opposition against the Bill in question.

The Vestrymen allude to the intended purchase of a site for a church in the south gardens of Foley House, at the price of twelve thousand guineas.

“ They have to observe, that this sum includes not only a site, but likewise a communication from Edward Street to Chandos Street, as well as an engagement that Portland Place shall be continued (northward of the site) of the same width and character as the rest of that street.

“ That these advantages, being rather of a public than of a private nature, can hardly be considered as an expence solely incident to the erection of a church; since, if no such building were to be erected, the Vestrymen might (and it is presumed would) be induced to avail themselves of the opportunity of purchasing the one, under the parochial Act, and would certainly think the other highly desirable.

“ That, if the estimated value of these advantages were to be deducted, the price of the site would be reduced by several thousand pounds.

“ That, before these terms were acceded to, the Vestrymen obtained the opinion of a gentleman of the first eminence in his profession, who, under all the circumstances, thought the price by no means unreasonable.

“ The material objection, however, to the site, is supported upon the ground of there being no occasion to purchase that which the parish already possesses. It is true,

that the noble patron of the parish has most liberally given a piece of ground extremely eligible for the site of a chapel, to which purpose it is intended to be appropriated; but, before this use can be made of it, approaches from the New Road and High Street must be purchased; for, at present, it is inaccessible, excepting by a passage from the latter street: and, moreover, if, from locality and other circumstances, it were deemed suitable for the site of a church, (which, in fact, it is not,) some of the adjoining buildings must likewise be purchased; so that, if the price of a site for a chapel, which must be procured in another part of the parish, were to be added to these necessary expences, it is apprehended that the parish, so far from being benefitted by the substitution, would be materially injured.

"The Vestrymen trust, that, in this brief detail of their objects, as well as of the proposed manner in which it is intended to carry them into effect, they have removed any prejudices which may have been excited upon the subject. They cannot think it necessary to dwell upon the expediency of measures sufficiently notorious in themselves, but they will be ready, at all times, to attend to any suggestions which may lead to render them more effectual in their object.

"LUKE HELSOP."

# APPENDIX.

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## No. VI.

### EXPLANATION OF THE DESIGN FOR A NEW CHURCH.

THE ground plan is meant to exhibit how two places of worship may be united, so as to present externally a whole capable of magnificence, on account of its dimensions, and having in its centre, walls of sufficient substance to support a dome, or elevated cupola, without much interfering with the areas; the interior spaces of each of the compartments are 100 feet by 55, independent of the altar and sacramental pews.

It is intended that there should be a robing room and conveniencies under the stairs, a large vestry room already existing at Mary-le-bone Court-House.

The external elevations exhibit a dome of considerable magnitude, which may be increased in height, should it be thought that the situation which has been proposed by Mr. White sen. is not, of itself, sufficiently elevated.

The ornamental figures are supposed to be the four evangelists, two at the eastern and two at the western entrance; those on the cupola, to be St. Mary, the titular of the parish, with Faith, Hope, and Charity, to correspond at opposite intervals.

Other ornaments, in the way of monumental effigies, it may be supposed individuals would willingly pay the parish for the liberty of erecting.

The Churches would each seat in pews, 1300 persons ; in pews and open seats, 1700 or upwards.

The whole exterior length is 190 feet, its breadth 106, exclusive of the porticoes.



FINIS.

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